

THE ARCHITECT & BUILDING NEWS

17 JUNE 1959

VOL. 215

NO. 24

ONE SHILLING WEEKLY

- FINCHLEY TOWN HALL COMPETITION
- SCOTLAND-II

PUBLISHED IN LONDON SINCE 1854

Improved 'BRITON'

Door Closer MK III

The Inside Story The "Briton" Door Closer is well known.

For years it has been the best in the World. Now, with the introduction of new features it is even better. Better because:

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These are housed in a groove which creates an air chamber. This breaks capillary attraction and prevents oil from creeping up the spindle.

Check regulator recessed

This improves the appearance of the Closer, and removes all possibility of damage either before or after it is fitted to the door.

Bearing lengthened

This improves the stability and alignment of the spindle, and provides a seating for a new method of oil sealing.

Adjustable arm covered

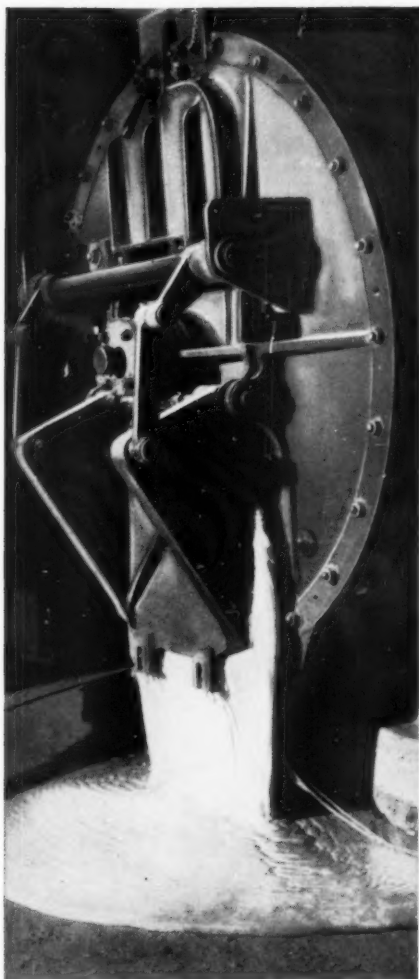
This covering conceals the screw thread on the arm and improves the appearance of the Closer.

'BRITON'

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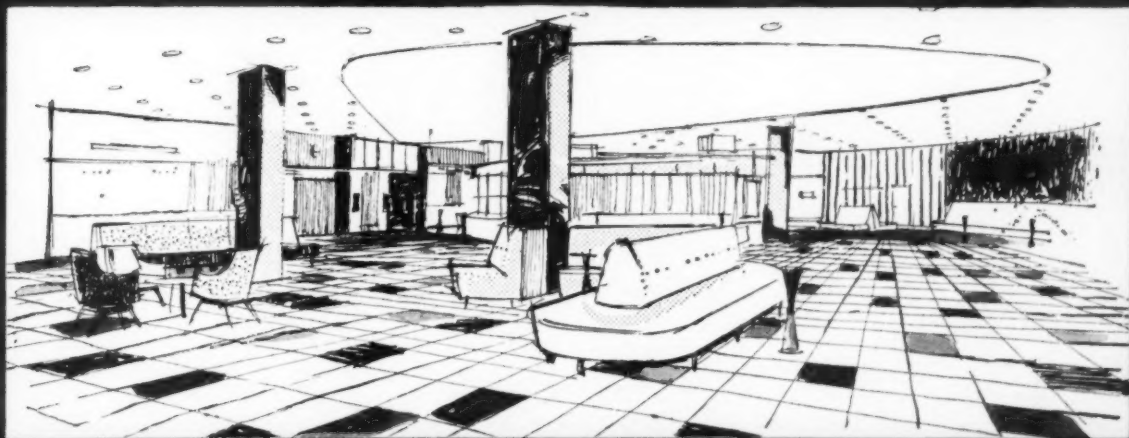
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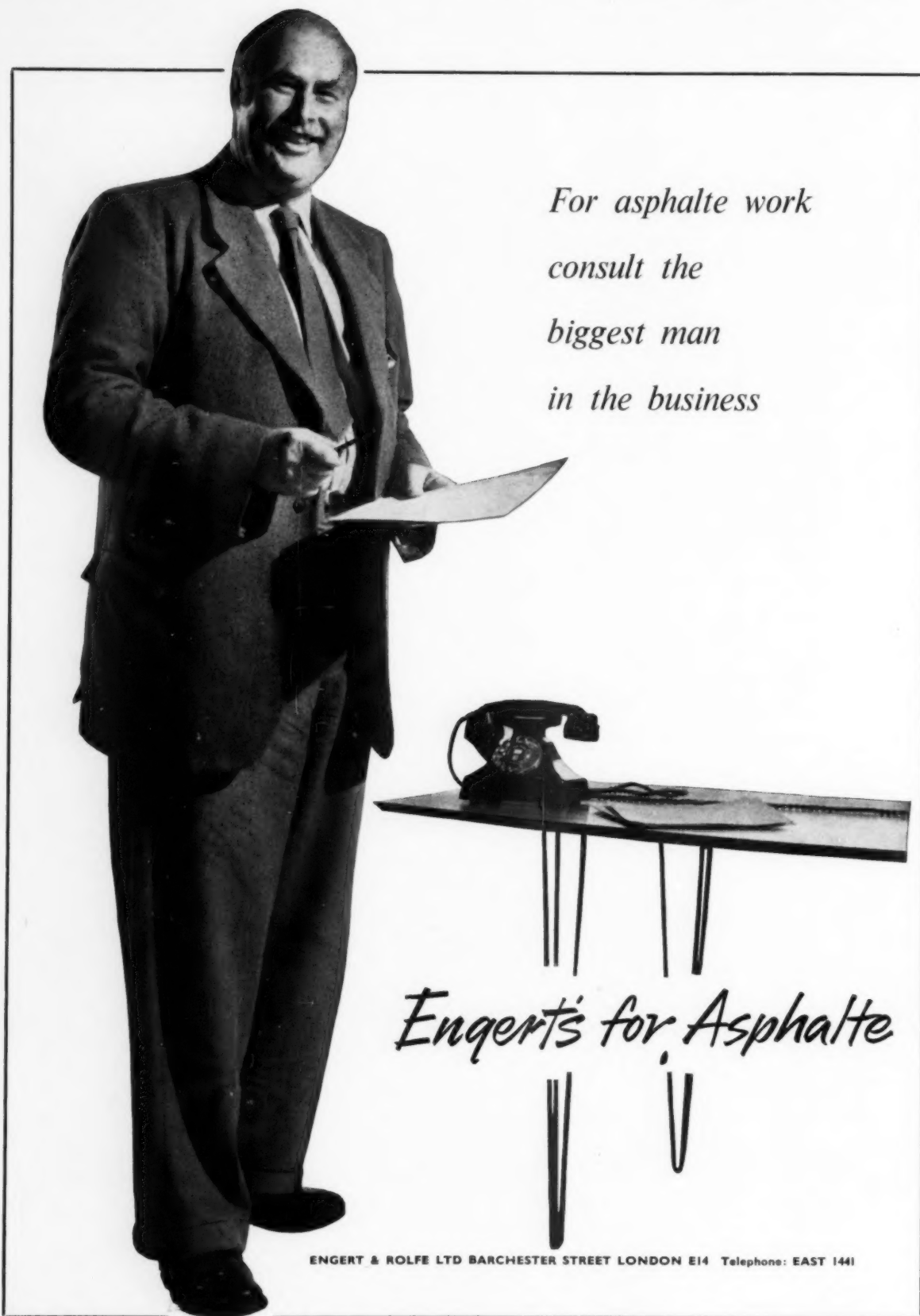
The Williamson Technical Advisory Service is always at your disposal—please contact us for further information.



*A section of the Williamson Linoleum installation at the Southampton Ocean Terminal.
Contractors : Messrs. Heals (Contracts) Limited. Messrs. Semtex Limited.*

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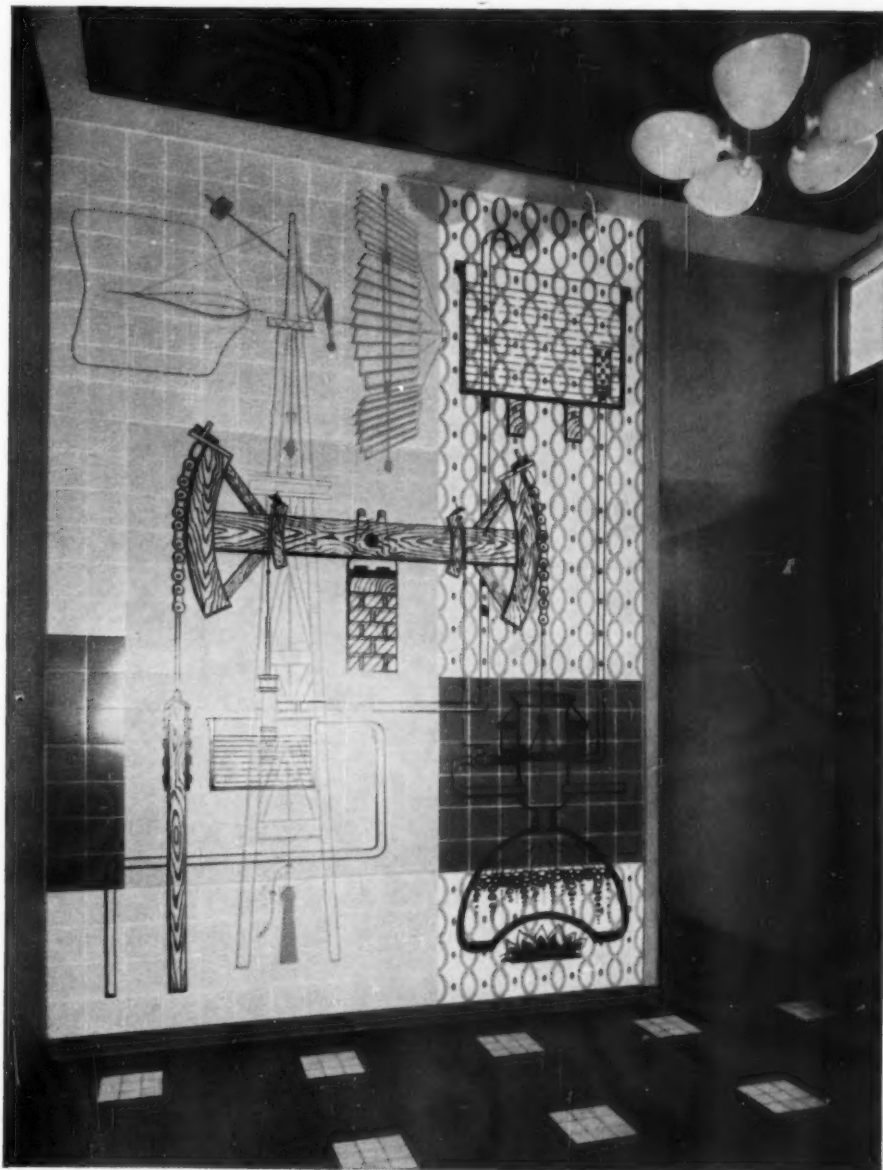
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Designer: Kenneth Barden, A.R.C.A.

Tiling Contractors: Carter & Co. (London) Ltd.

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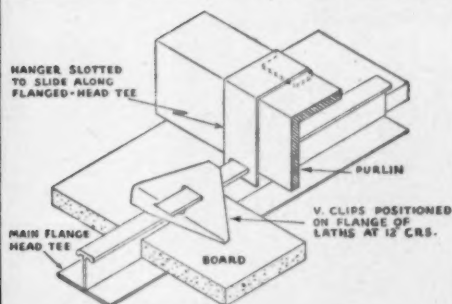
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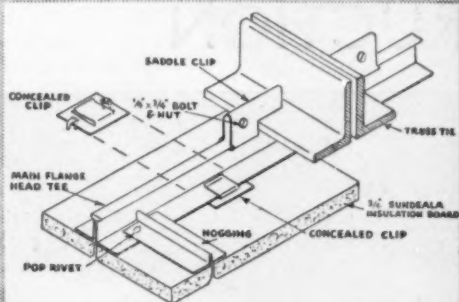
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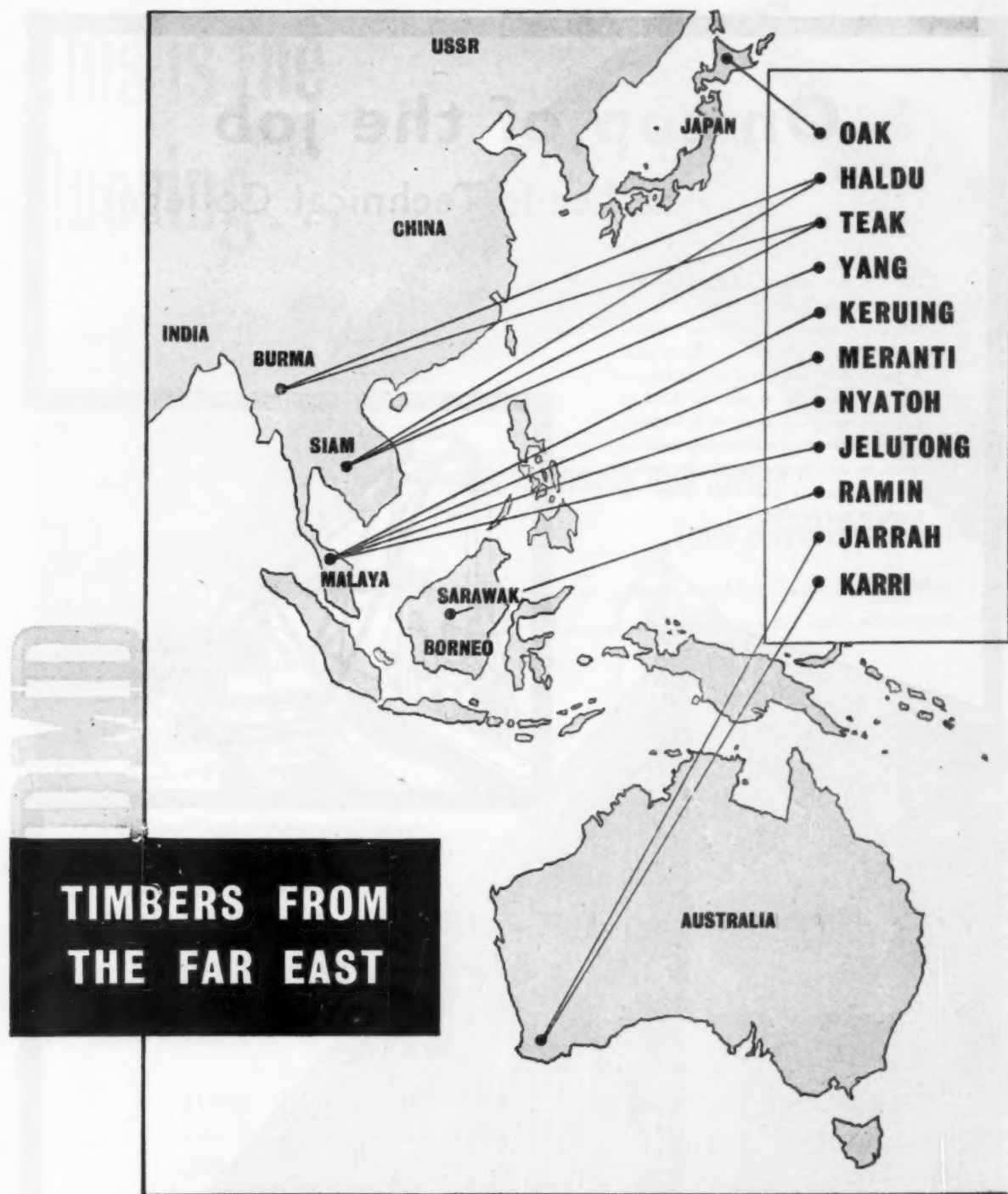
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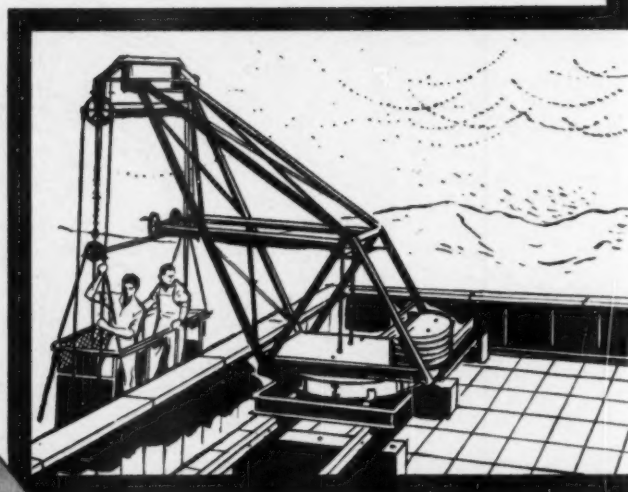
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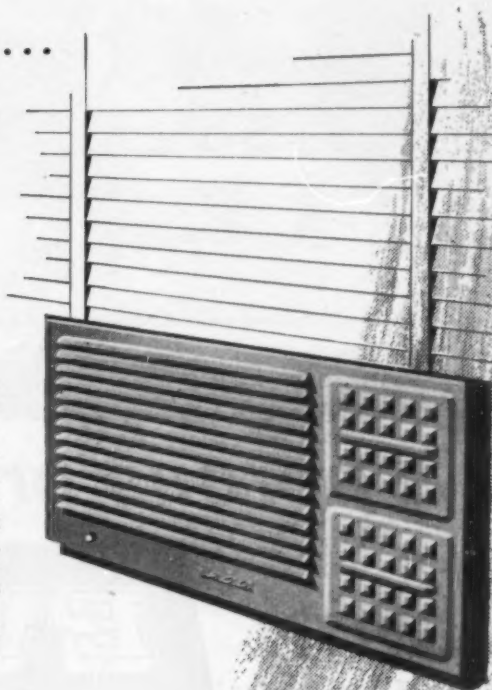
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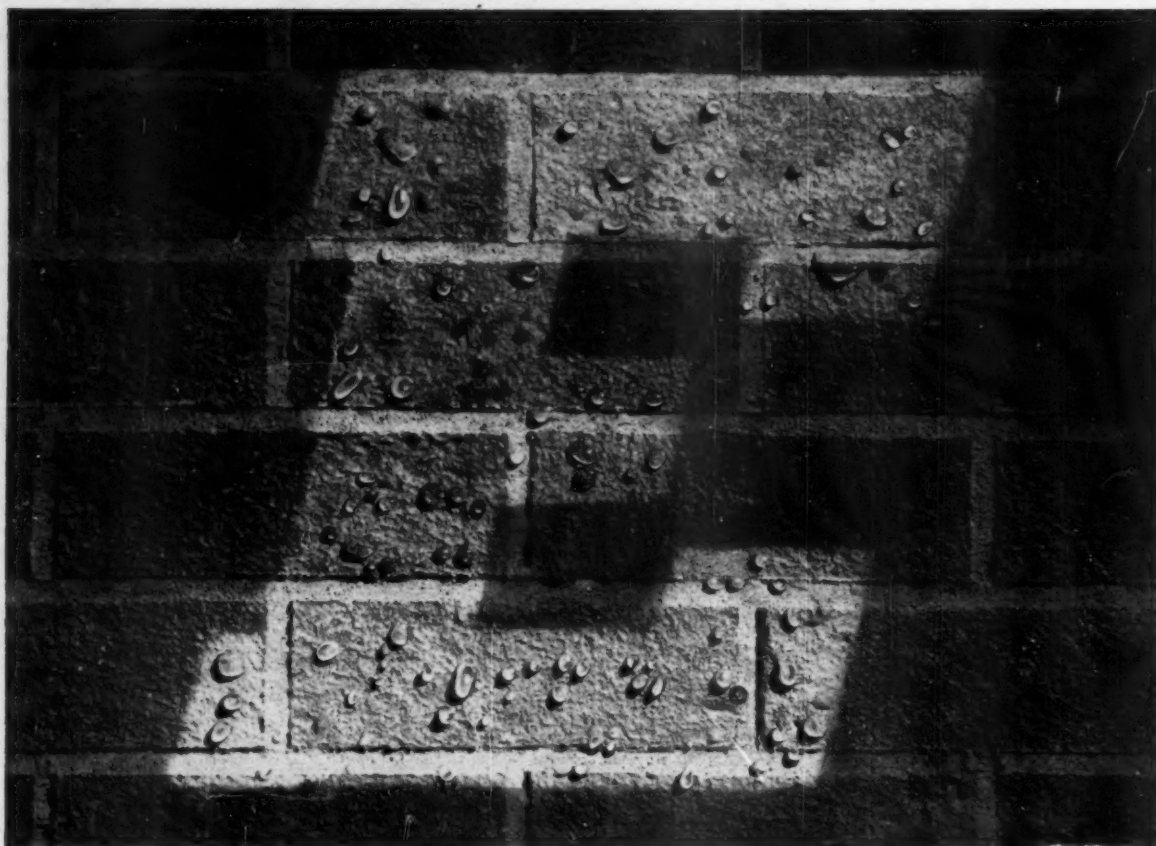
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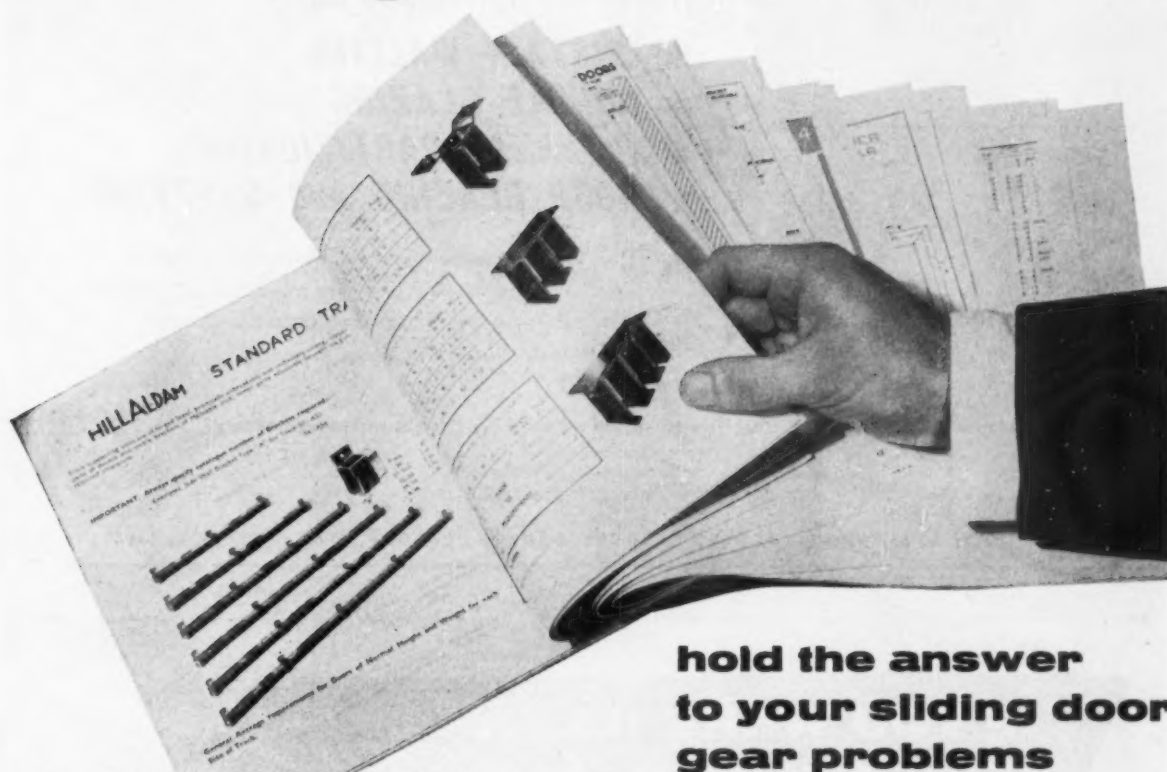
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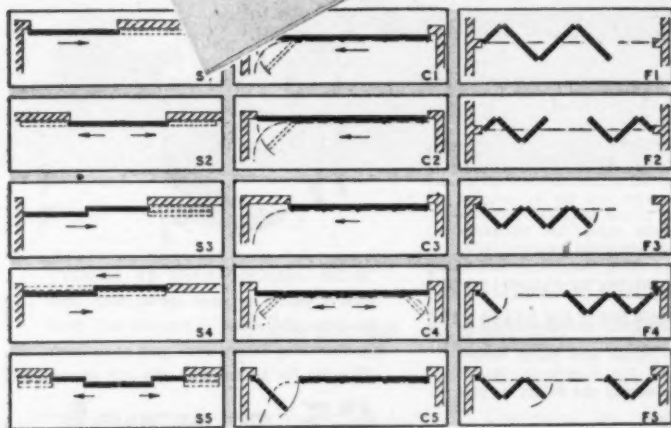
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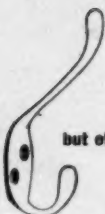
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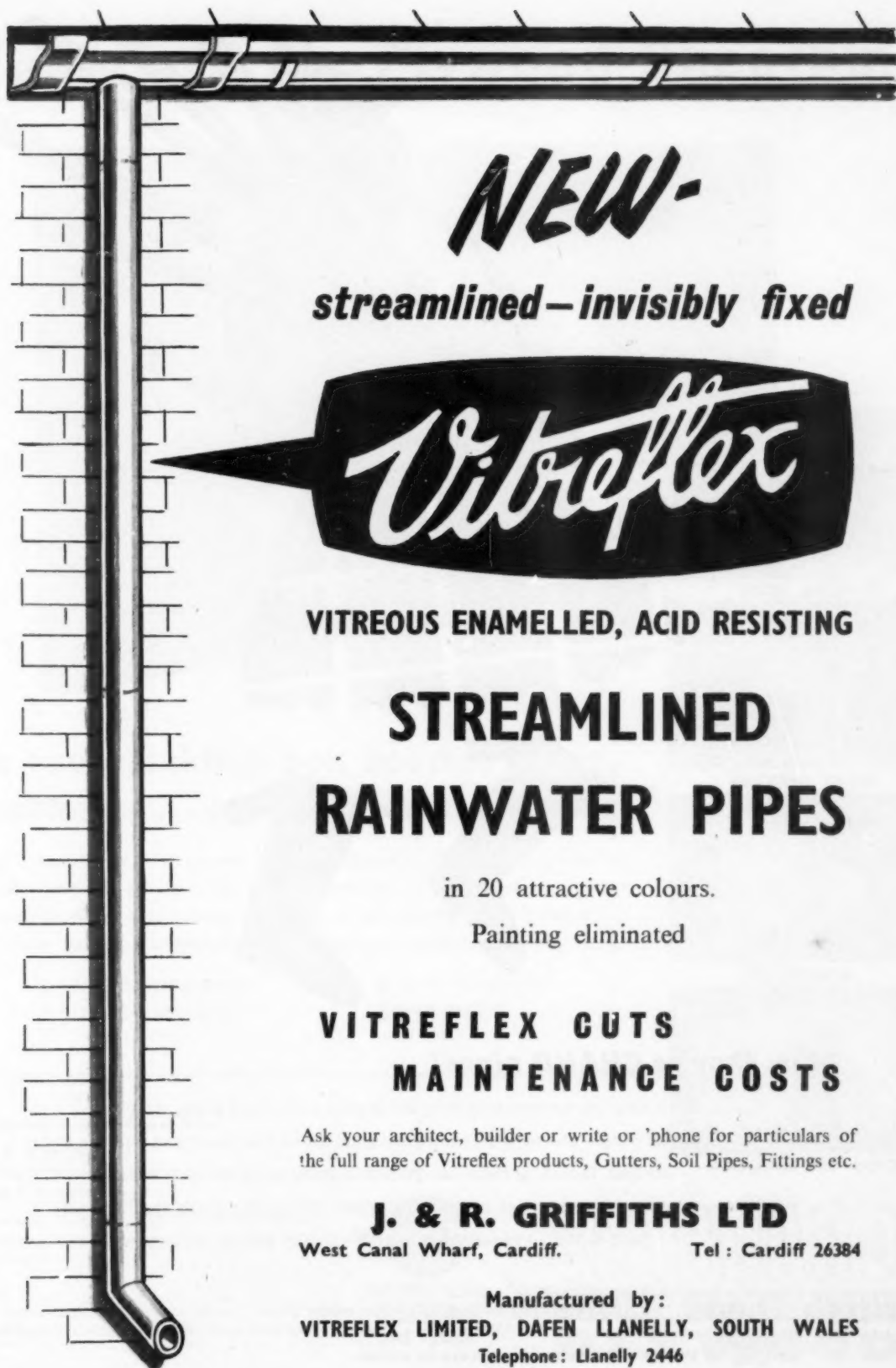
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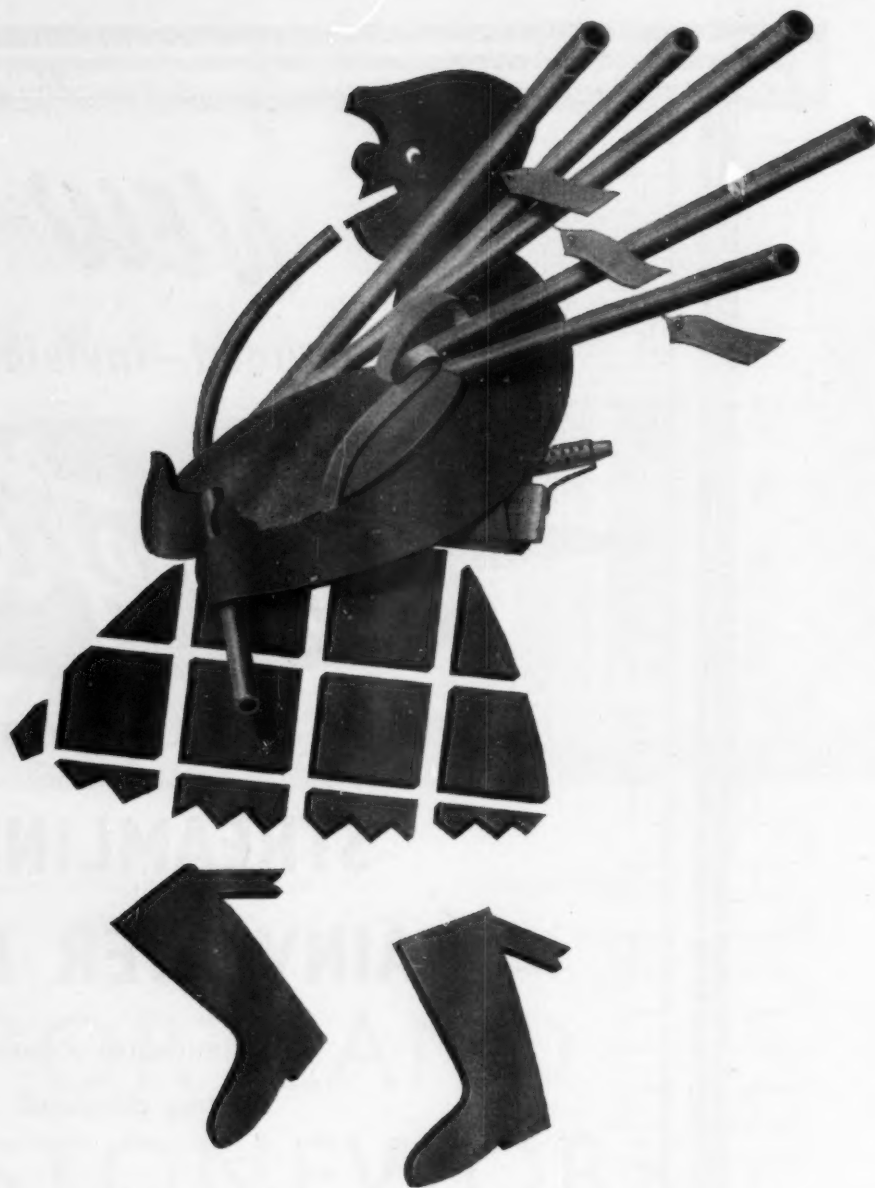
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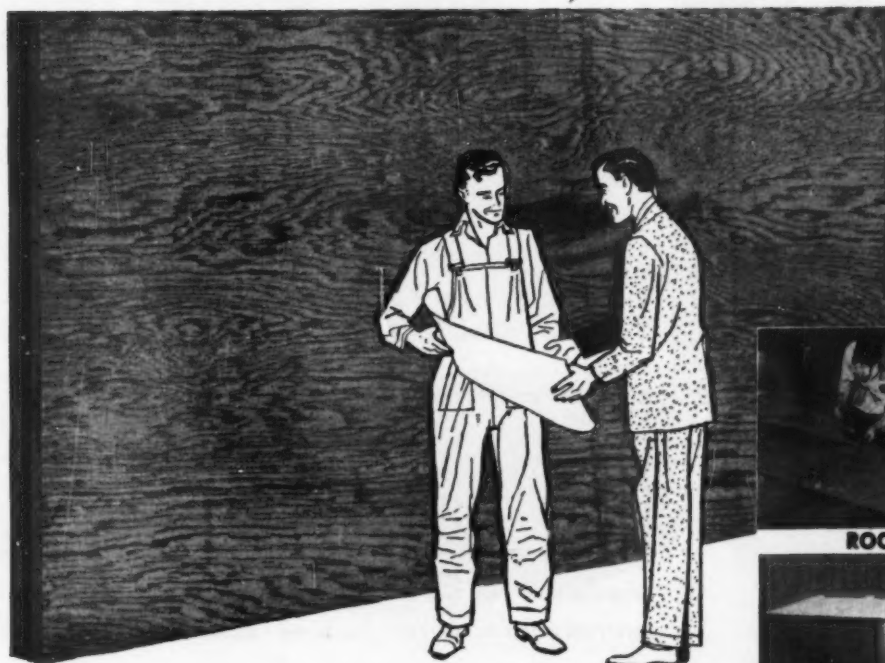
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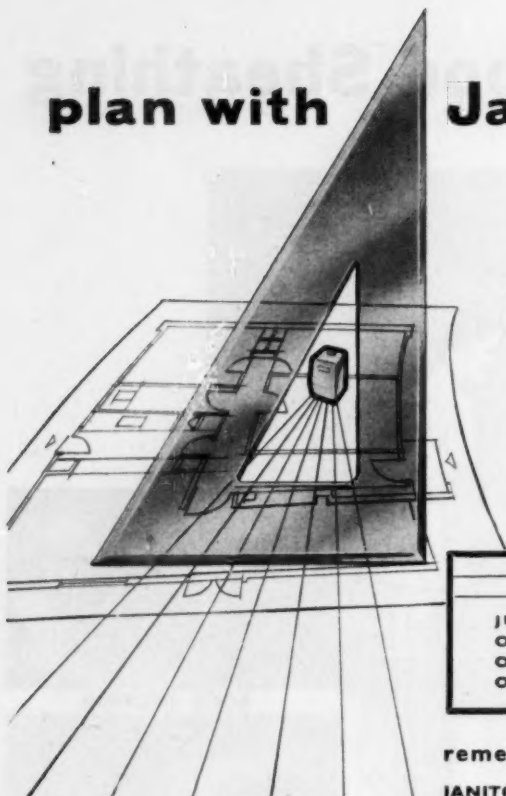


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THE ARCHITECT and Building News,
17 June 1959

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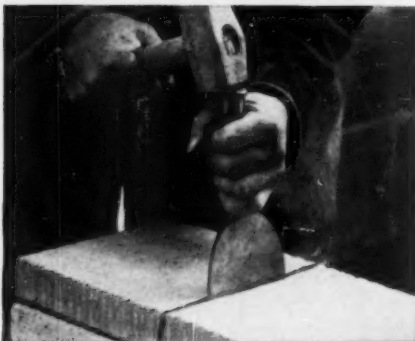
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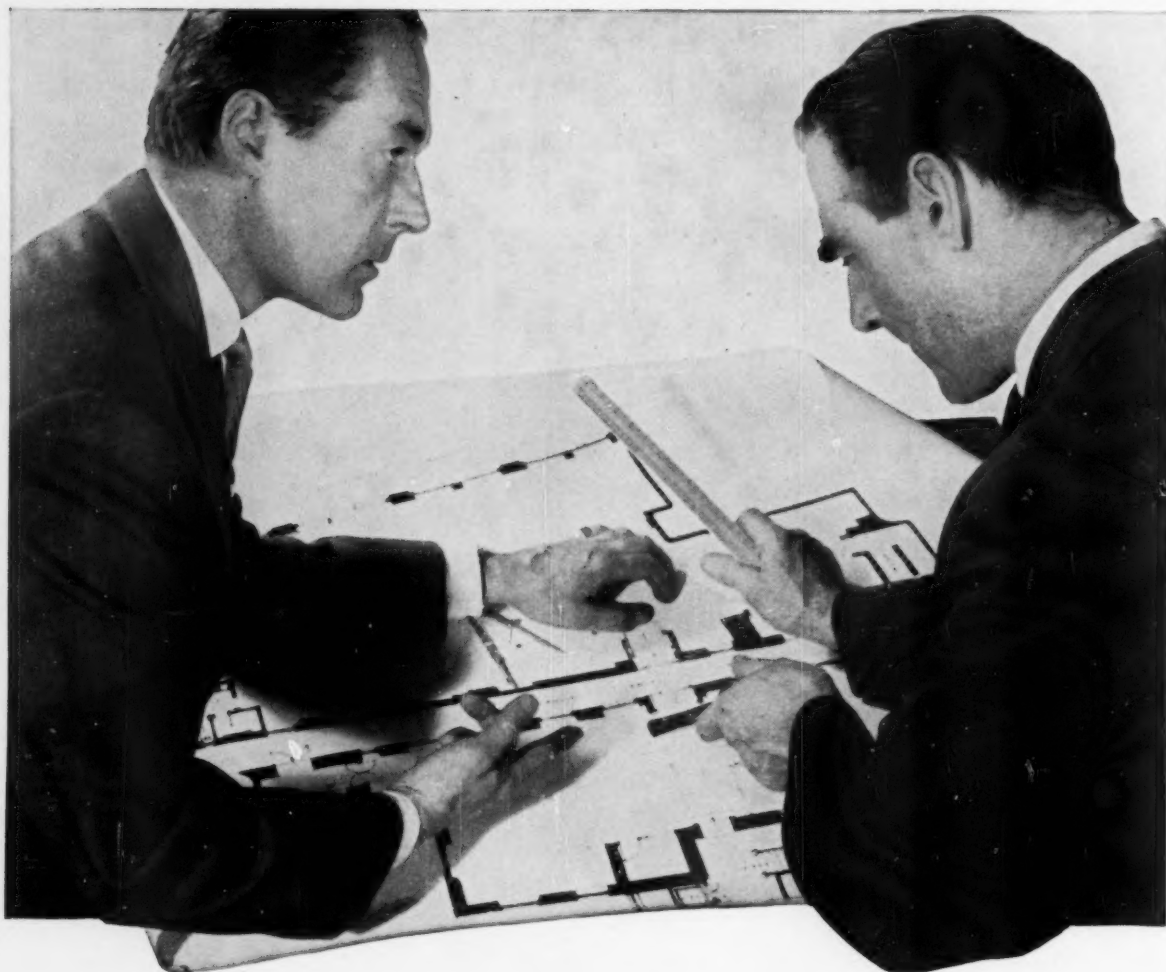
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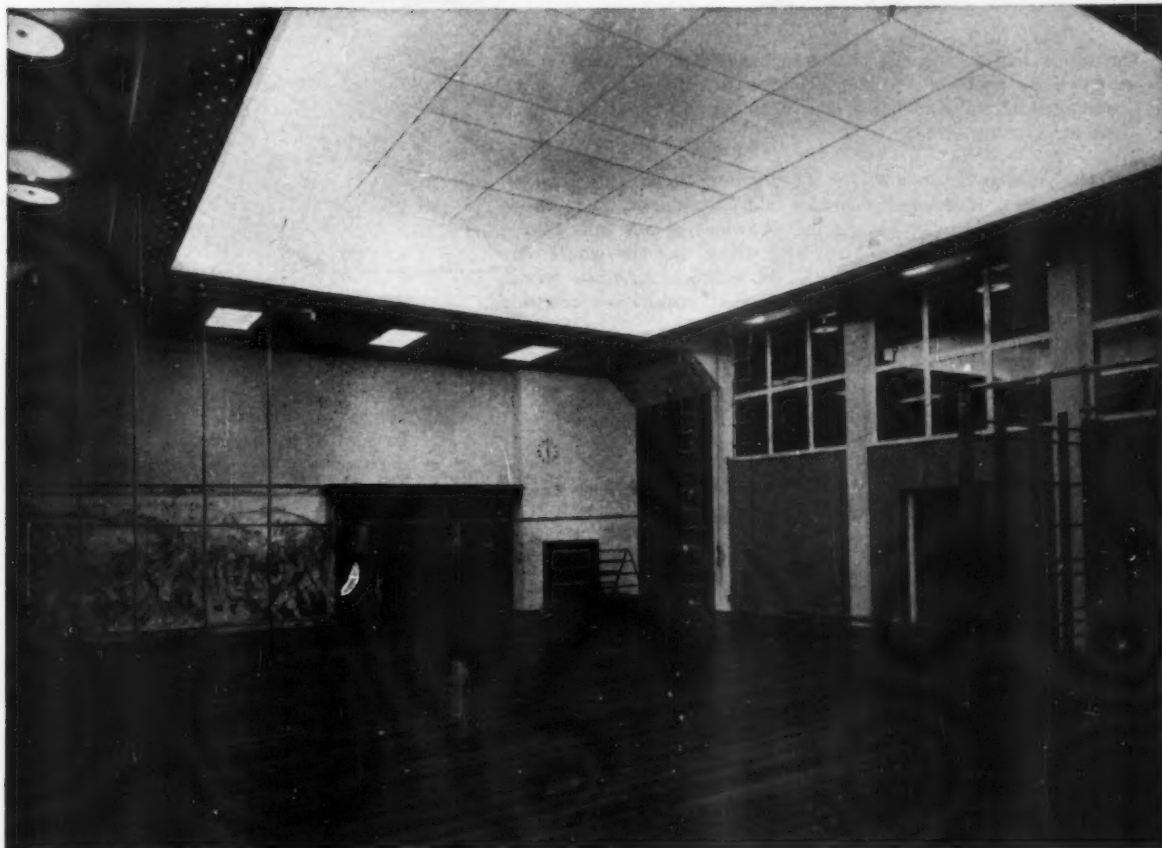
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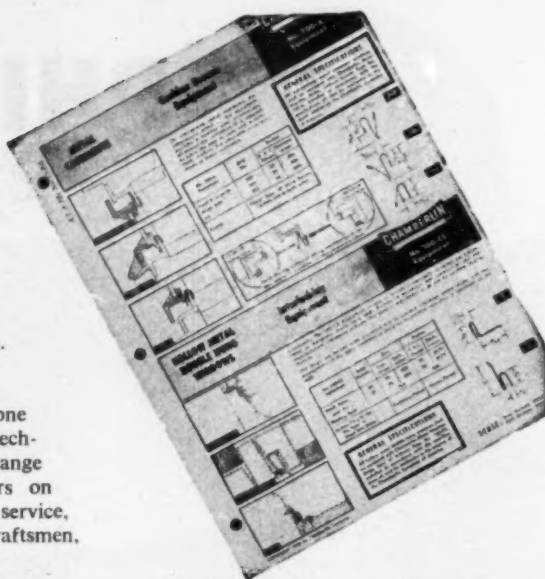
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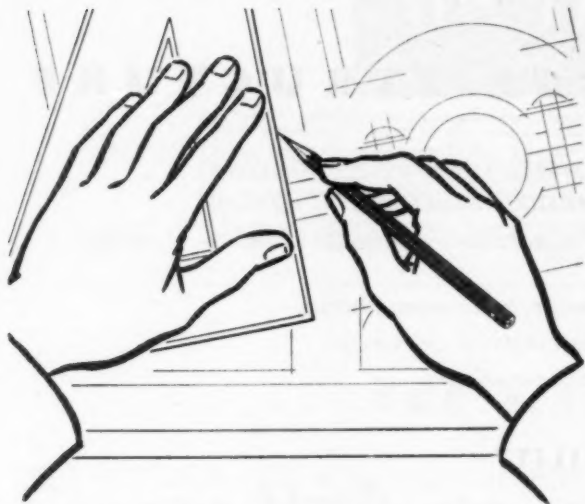
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THE ARCHITECT & BUILDING NEWS

17 June 1959

The "Architect and Building News" incorporates the "Architect," founded in 1869, and the "Building News," founded in 1854. Annual subscription: home, £3 18s. 0d.; overseas, £3 9s. 0d.; Canada and U.S.A., \$10.00. Registered as a Newspaper. Published by ILIFFE & SONS LTD., DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1. Telephone: Waterloo 3333 (40 lines). Telegrams: "Architonia, Sedist, London". Branch Offices: Coventry: 8-10 Corporation Street; telephone, Coventry 25210. Birmingham: King Edward House New Street, 2; telephone, Midland 7191. Manchester: 260 Deansgate, 3; telephone, Blackfriars 4412 and Deansgate 3595. Glasgow: 26a Renfield Street, C.2; telephone, Central 1265.

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THE A.A. AFFAIR

MANY of the facts of the recent abortive negotiations between the Council of the Architectural Association and the London County Council on the proposed setting up of an integrated College of Architecture and Building have now been divulged.

Cutting through the welter of irrelevancies and inessentials, it is necessary to get right back to first principles. It is now widely accepted that a healthy and progressive building industry needs some new form of training in which the future leaders of all branches could be trained together so that for the rest of their careers they would understand each other's problems and co-operate in a real team effort.

Architects are still the leaders of the building industry, but they will only remain leaders if they fit themselves for the changed conditions of a highly technical and competitive world. They must get on the integrated bandwagon in the driver's seat; and to do so they will have to adjust themselves and broaden their whole outlook.

Viewed in this light, certain things become clearer. First, the Architectural Association, with its tremendous influence and prestige and its combination of teaching and private practice, is the best choice as leader of such a college. Secondly, to be willing and, indeed, able to act as leader, the A.A. must be given its head and allowed the maximum of freedom and liberty to experiment within the general educational framework. Thirdly, there are

no real alternatives to fresh negotiations by the recently elected A.A. Council.

All parties stand to lose by the present impasse. Without the A.A. it would take the L.C.C. years to build up a college of the same status, if indeed it could ever quite succeed in doing so. Without the L.C.C. the A.A. may have little chance of forming its own college and it simply cannot afford to wait for something to turn up. Time is not on its side.

In saying this, however, it is impossible not to feel considerable sympathy with the fears of many of the A.A. members, that in agreeing to integration, the Association would be losing not merely its independence, but its very soul. Over its long and chequered career the A.A. has stood for an ideal of architectural freedom of thought, of self-help, unhampered by either official finance or official control. In any conceivable solution some of this is bound to be lost.

It is up to the members, when they have, belatedly, had the problem put clearly to them, to decide whether the gains would outweigh the losses. It is up to the L.C.C., prodded and encouraged if necessary by the Ministry of Education, to see that the offer is attractive enough—not just to secure the reluctant agreement of the members, but to gain their wholehearted support and enthusiasm for an experiment which might eventually transform the industry.

EVENTS AND COMMENTS

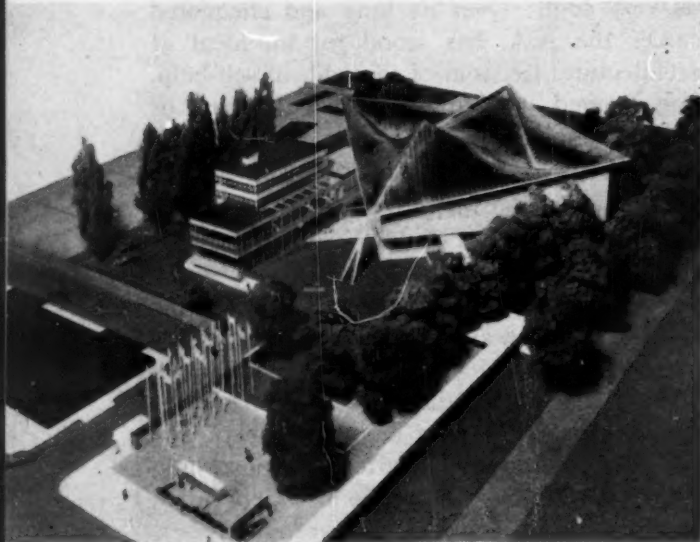
M.O.W. BUILDING PLANT EXHIBITION

This is, I believe, the first year that the Ministry of Works' exhibition of building plant and machinery has been held in the London area. The size and scope of the show has increased considerably since I last saw it, I think, in Nottingham. The site at Greenford was very well chosen and the exhibition, seen from the railway line, impressed me by its size, its brightly coloured groups of tower cranes, patent scaffolding constructions and its general air of gaiety. Every kind of plant and tool was to be seen there, from spades to giant earth movers. The earth movers, which had been provided with a playground at one end of the site, stole the picture. In an exuberance of roaring engines, machines of all sizes pushed, piled, scraped, loaded and tipped great quantities of clay, or simply dug holes in it. One vast four-wheeled device made a huge pile of earth in a very short time, which was more or less instantly smoothed out by its even larger brother. This general scene of snorting beasts was fascinating and showed the great possibilities of mechanizing sand-castle building in the summer holidays.

The several tower cranes were all of foreign design, although one was manufactured in this country. We started in this field, it seems, too late ever to catch up. I understand that other foreign designs may soon be manufactured here.

When I was at the show both organizers and exhibitors had hardly recovered from the eloquence of the speakers at the opening ceremony. Lord Hailsham, the Lord President of the Council, who is responsible for the D.S.I.R., performed the opening ceremony, made a galloping speech, laid some perforated bricks, and drove a muck shifter. Mr. Hugh Molson, the M.O.W., assured listeners that the brick shortage would be over by Christmas. The sun shone and the wind, while prettily drawing out the flags, also blew dust into people's eyes.

Proposals for the new Commonwealth Institute: a S.E. view



The B.R.S. exhibit was very well done and was devoted to propaganda for the perforated brick. Various experimental types were shown and visitors could try their hands at laying them. It looked to me as if the makers (at present there are only two of them) have not yet solved the problem of controlling the shape of these bricks, some of the sample panels, particularly on the larger sizes of brick, being unacceptably uneven. This unevenness was, however, reduced by patterning.

I noticed that the general standard of appearance of builders' plant continues to improve. There are now far fewer pieces of machinery which look like amateur lash-ups. This is particularly noticeable in small dumpers and in cranes and hoists. Perhaps the most impressive exhibit of all was a huge mobile generating station belonging to the Metropolitan Water Board. On the same stand the makers of its diesel engine were showing another of their products, the M.O.W. type waste-paper basket. The most useful thing I saw was a device for taking the place of sand-paper. Roughened metal sheets of different grades clip into a shaped rubbing block, thus providing everlasting sand-paper at very reasonable cost. These are made in the U.S.A.

Congratulations to the M.O.W. on a lively, comprehensive and successful exhibition.

CANALETTO IN ENGLAND

If you are a Canaletto fan, or are interested in London's history, you should go to the Guildhall Art Gallery before July 11. A very interesting collection of his paintings of England, supported by drawings and engravings, has been collected there. It includes some from the Royal collection as well as examples from the national galleries and other private collections. It is an amusing comment on our times that the catalogue contains a note to say that as the finest Canalettos in existence, the two views from Richmond House, form part of the attractions of Goodwood, the present Duke of Richmond was understandably unable to lend them for exhibition.

Many of the paintings are familiar, but it is good to see so many together and to compare them. Canaletto spent two periods of five years in this country, although there are those who say that he never came here at all, and it is thought that many paintings begun here were completed in Venice or painted there from sketches. This would certainly account for his insistence that evening light on the Thames is much the same as that on the Grand Canal. His boatmen, too, sometimes look more like gondoliers than Thames watermen. It seems to me curious that even on his most crowded water scenes there appear to be no crises or rows going on. Everyone is behaving with exemplary decorum. So different from Rowlandson's and Hogarth's ideas of what went on.

The Barbican scheme in drawings and model is also on view at Guildhall. It is crushed into a tiny room and is very difficult to see, particularly as it is drawing quite a lot of people. It is worthy of a better setting. Straining my ears for lay comment I only heard one—and that not very complimentary—"A citizen's nightmare".

"SUNDAY TIMES" COMPETITION

Drawings submitted in the "Hampton's site" competition, organized by the *Sunday Times*, are on view at the Building Centre until June 24. My impression is that they are, for the most part, imaginative schemes and well presented. Opinions seem to vary consider-

ably on what can justifiably be put in Trafalgar Square and imitations of the great modern masters are not difficult to find. Some wag said that it was easy to see why the assessors had chosen the first design—it required no effort to read the drawings. A full review of the competition will be published at a later date.

R.C.A. WINDOW DRESSING

Peter Jones Ltd., whose 27-year-old building in Sloane Square is still one of the best shop designs in the country [by the way, William Crabtree, who with Slater and Moberley designed it, shared fourth prize in the *Sunday Times* competition], have shown that they are still a lively firm by reviving an idea tried out by the Regent Street Association some years ago. Earlier this year Peter Jones invited the Royal College of Art to use one of its display windows for a practical exercise in display technique. The resulting competition caused such enthusiasm among the students and the designs were considered to be so good that the original offer of one window was increased to three. These three window displays are now complete and will remain until June 20. Peter Jones last week gave a party to introduce the designers to the Press. The R.C.A. professors concerned, Sir Hugh Casson and Richard Guyatt, were there too. There seemed to be some slight difference of opinion as to when the windows were supposed to be ready, but no one appeared to be at all put out. The students admitted that translating their designs into fact was an exhausting job and all complained of loss of sleep. The management were enthusiastic and remarkably understanding. From what I saw of the designs and the work in progress, a detour from your normal route home would be well worth while.

The students involved are Frank and Patricia Ariss, Margaret Hall and Malcolm Brunton.

Peter Jones' next contribution to the Arts is to be an exhibition of painting and sculpture by Chelsea artists. "Chelsea artists" will include those born, or at present resident or working, in the boroughs of Chelsea, Fulham, Kensington and Westminster. The selectors will be Anthony Lousada, Richard Eurich, R.A., and James Fitton, R.A. No hanging fees will be charged, nor will any commission be deducted for sales. Full details from the Management Offices, Peter Jones. Exhibits must be delivered by 5.30 p.m., September 4. The exhibition will be open from September 22 to October 3, and will occupy a whole floor of the store.

This most welcome act of art patronage will, I hope, be copied elsewhere.

SIR NINIAN COMPER, 95

The G.O.M. of architects was 95 on June 10. Congratulations, Sir! Sir Ninian, who is justly famous to older generations for his church architecture, is hardly known to the younger men. If you have never seen St. Cyprian's, Clarence Gate, you have missed one of London's most distinguished buildings.

NEW BUILDINGS FOR COMMONWEALTH INSTITUTE

Robert Matthew's and Stirrat Johnson-Marshall's design for a new Commonwealth Institute, to replace the Colcutt building and to be constructed on a site in Holland Park, facing the top of Earls Court Road, has now been announced by Mr. Geoffrey Lloyd, Minister of Education. My picture shows the model. The main exhibition building, which is nearly



Allan Chappelow

Sir John Ninian Comper. The Welsh National Memorial, Cardiff (page 747, last week) was designed by him

200ft square, will be roofed with five hyperbolic paraboloids, with only four supports. Copper covered wood wool slabs will be carried on a mesh of pre-cast post-tensioned concrete ribs. The three gallery floors under this roof will be planned round a central well which will allow long diagonal views of the curving roof planes. The walls of the building will be of opaque glass and the exhibits will be artificially lit. Some natural light, however, will be admitted through concealed clerestory windows.

Ancillary buildings, joined, not too happily, it seems to me, to the main hall, will house studios, a cinema, public assembly rooms and a restaurant. The Institute is visited by large numbers of schoolchildren in parties and a special schools' reception department has been planned to deal with them.

The whole scheme, to my mind, is cramped and the relationship of the ancillary buildings to the main hall very unsatisfactory, both in grouping and elevation. The scheme has, I believe, been before the Royal Fine Art Commission. If they have given it their blessing in its present form there will be many raised eyebrows, mine among them. However, you may disagree after you have seen the model which will be on view in the Colcutt building from June 18.

SCAFFOLDING AS A STAGE TURN

The Crazy Gang are still at it. Goodness knows what their average age is. It does not seem to matter for one of them was married recently. Their latest show, which has now been running some three months, is the mixture as before with a few nostalgic scenes, but no singing of "Underneath the Arches". One of the neatest turns is the building and dismantling of a scaffolding gantry, the full height and width of the proscenium arch, by the male and female chorus to music. I did not time it, but it cannot have taken more than five minutes. Simple, entertaining, and a wonderful advertisement for the scaffolding manufacturers, except that their name did not seem to appear anywhere.

ABNER



The Music Bowl, Melbourne, chosen for the Reynolds Award

NEWS

National Gallery Competition Results

Prizewinners in the competition for architectural ideas for developing the National Gallery site have been announced by the *Sunday Times*, the sponsors, as follows:

1. £2,500: Barrie Dewhurst, A.R.I.B.A., A.A.DIP.(HONS.), S.A.D.G., 29 Mellen Street, Cambridge 38, Massachusetts, and Laburnum Cottage, Dittisham, Dartmouth, Devon.

2. £1,000: Boissevain & Osmond, 2 Field Court, Gray's Inn, W.C.1 (Paul Boissevain, DIP.ARCH., M.S.I.A., and Barbara Osmond, A.R.I.B.A.).

3. £500: I. H. Marshall, B.ARCH., and R. P. Marshall, B.ARCH., of the East African Institute of Architects, P.O. Box 14476, Nairobi, Kenya.

Prizes of £300 each: Mervyn Handley, B.A.(ARCH.), A.R.I.B.A., A.M.T.P.I., and William Crabtree, DIP.ARCH. (LIVERPOOL), F.R.I.B.A.

Prizes of £50 each were awarded to: Peter Carter, A.R.I.B.A., John Bickerdike, A.R.I.B.A., Peter North, Registered Student of the R.I.B.A., Frank Bennett, A.R.I.B.A., Westwood, Sons & Partners, Denis Clarke Hall, A.A.DIP., F.R.I.B.A., and H. S. Scorer, A.A.DIP.(HONS.), A.R.I.B.A. (in association with Montgomerie & Oldfield, A./A.R.I.B.A.), John H. Church, DIP.ARCH., A.R.I.B.A., and Anthony P. Richardson, B.ARCH., A.R.I.B.A., and William Ryder, A.R.I.B.A., A.M.T.P.I.

Forty-eight designs were recommended for exhibition or publication. There were 252 entries and more than 1,400 competitors had registered. The assessors were Professor Sir William Holford, Peter Chamberlin and William Allen.

Melbourne Music Bowl Wins \$25,000 Award

The \$25,000 Reynolds Memorial Award for 1959 has been conferred on the Australian architectural firm, Yuncken, Freeman Brothers, Griffiths & Simpson of Melbourne, who designed the Sidney Myer Music Bowl in Melbourne. Barry B. Patten was named as the architect most responsible for the design.

A special jury of the American Institute of Architects selected the Music Bowl as the most significant work of architecture for the year in which aluminium had been an important contributing factor. The jury emphasized that in the Music Bowl aluminium was not used as an ornament but as an intrinsic element of shelter and acoustic reinforcements. It was, they said, a simple solution for a project needed by most communities—a building used by the people, semi-enclosing space for a cultural purpose.

The Music Bowl, which cost approximately £A200,000, has accommodation for 2,100 people under the aluminium roof and another 20,000 seated on the lawn outside. Another 100,000 can be accommodated in the outer area.

The R. S. Reynolds Memorial Award, which is administered annually by the American Institute of Architects, was established as a tribute to the late founder of Reynolds Metal Company. In addition to the \$25,000 award the winners receive an emblem—a piece of original sculpture designed in aluminium by one of America's leading artists.

Montevideo Competition Finalists

Three teams have been selected for the second stage of the competition for the monument to Jose Batlle y Ordóñez, Montevideo, Uruguay. The selected teams are: Entry No. 42, Jorge de Oteiza Embil, sculptor, Roberto Puig Alvarez, architect (Spain); entry No. 54, Mario Romano, Carlo Keller, Gianpaolo Bettoni, architects, Cesare Poli, sculptor (Italy); entry No. 65, Sanchez Elia, Peralta Ramos, Agostini, Clorindo Testa, architects, Jose Fiodavanti, Carlos de la Carcova, sculptors (Argentine). There were 74 entries.

Birmingham Appoints Senior Architect

W. W. M. Rhys-Davies, DIP.ARCH.(DIST.) (WALES), DIP.C.D.(L'POOL), A.R.I.B.A., A.M.T.P.I., has been appointed senior architect (housing) in the city architect's department, Birmingham. Mr. Rhys-Davies moves to Birmingham from the Cwmbran Development Corporation and has previously held an appointment with the Harlow New Town.

Minister Rejects Battersea Heliport Proposal

Mr. Henry Brooke, Minister of Housing and Local Government, has rejected a proposal to build a permanent Thames-side heliport at Brunswick Wharf, Nine Elms Lane, Battersea.

A public inquiry was held on February 25 into an appeal made on behalf of Rotorports Ltd., against the failure of the London County Council to give a decision, within the required time, on their application for permission to build the heliport.

A letter announcing the Minister's decision says: "In his report to the Minister the inspector said that he was satisfied that the site was unsuitable for the establishment of a heliport, even temporarily, because the noise of helicopters arriving and departing would be detrimental to the amenities of people living in the densely populated area on the north bank of the Thames opposite the site. He recommended that the appeal be dismissed."

"The Minister is satisfied that the value of a second heliport at the present time would not be such as to justify the disturbance referred to by the inspector. He has therefore decided to accept the inspector's recommendation and to dismiss the appeal."

New R.I.C.S. President

John Lewis Postlethwaite, B.ENG., a senior partner in the firm of John Postlethwaite & Co., Liverpool, was elected president of the Royal Institution of Chartered Surveyors last week.

R.I.C.S. Gold Medal Awarded

The Royal Institution of Chartered Surveyors' Gold Medal and prize of 100 guineas has been awarded to Joseph Ambrose Carpenter, of Croydon, for his paper on "The Realization of Positive Town Planning". Mr. Carpenter will present this paper at the R.I.C.S. Conference at the University of St. Andrew's next Wednesday, June 24.

Coming Events

Housing Centre Trust

July 1 to 3. Exhibition. "The Radburn Idea in Great Britain." June 27 to 29. Safe Housing Section of the 1959 "Child's Eye View" Exhibition, designed and organized by Paul Ritter, M.C.D., B.ARCH., A.R.I.B.A., A.M.T.P.I. At 13 Suffolk Street, S.W.1.



Perspective by J. D. M. Harvey

FINCHLEY TOWN HALL AND MUNICIPAL BUILDINGS COMPETITION

FINCHLEY Borough Council have approved the winning design of their assessor (Sir Percy Thomas) in the competition for a new town hall and municipal offices, but made it clear at their May meeting they were not at this stage taking any decision as to whether or in what respects they will implement it. These matters will be considered at the Council's New Municipal Buildings Committee meeting at the end of June.

The five-acre site for the new building, which falls considerably from north to south, lies on the High Road between the North Circular Road and the shopping area at Tally-Ho. Besides the authors of the winning design (Lyons, Israel & Ellis) other competing architects were: Berry Webber, Rowland Pierce, Philip Hepworth, Cecil Howitt and R. H. Uren. Briefly, the competition requirements were for a scheme comprising: (a) town hall suite, including a large assembly hall, small hall with an equipped stage, kitchen to serve both halls; (b) a council suite consisting of three large committee rooms, one small committee room, members' room, robing room and mayor's parlour; and (c) departments for the council, town clerk, borough engineer and surveyor, treasurer, housing and town planning officer, medical officer of health and offices for county council services. Offices had to be flexible.

Assessor's Report

"The selected design takes full advantage of the excellent site, and both in general arrangement and detailed planning the design is of a very high order.

"The general grouping of departments follows the requirements and the council suite is well planned with a direct and dignified approach to the foyer of the town hall.

"The halls are placed side by side at the southern end of the site planned to be used either together or separ-

ately. Ample cloakroom and foyer accommodation is provided for both halls. Advantage has been taken of the fall of the ground to provide a large covered area for parking under the cloakrooms.

"The elevations are simple and dignified, and with careful detailing would, I think, make a very impressive group of buildings. I have checked the schedule of accommodation and find that the scheme gives substantially the accommodation asked for in the conditions. I have also checked the cubic contents and, except for a clerical error, which would not materially affect the cost, I find them correct.

"The author estimates the total cost of his scheme (including £45,000 for roads and the layout of grounds) at £847,430. I consider the rates per cubic foot, upon which this estimate is based, are reasonable in the light of present-day prices."

Winner's Report

The buildings have been arranged so that the town hall suite is on the lower part of the site and the administrative offices on the upper part with the council suite between.

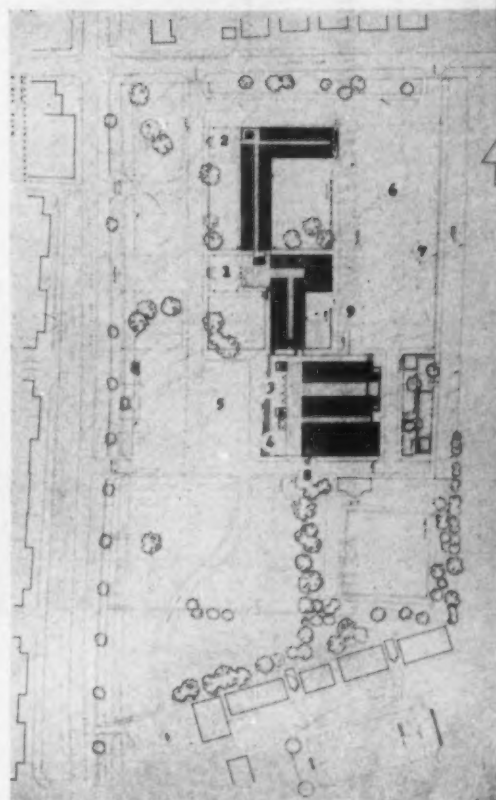
The council suite is on the first floor, with the mayor's parlour and the town clerk's office.

The borough treasurer's department is on the ground floor. This adjoins the town clerk's department, which connects with the medical officer of health's department and the county council offices. The borough engineer's department and the borough housing department are placed on the first floor.

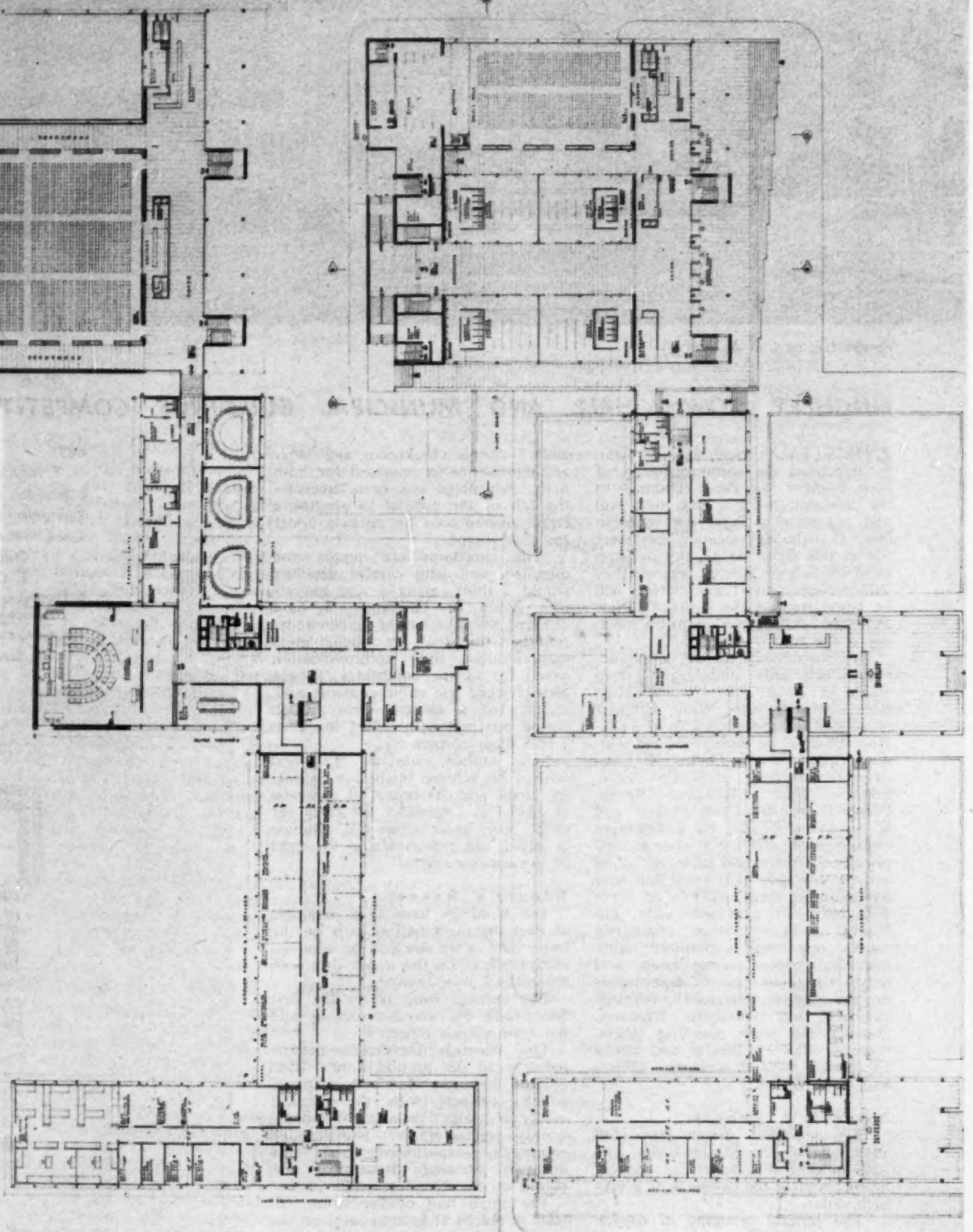
The small hall of the town hall suite is placed at ground level on the south of the block and has its entrance contiguous with that of the main hall. The ground floor of the main hall is devoted entirely to concourses, foyer and cloakrooms. The main hall itself is, at first-floor level, reached by staircases.

KEY

1. Main entrance
2. Secondary entrance
3. Large hall entrance
4. Small hall entrance
5. Civic square
6. Car park
7. Underground Civil Defence building
8. Service entrance
9. Service exit



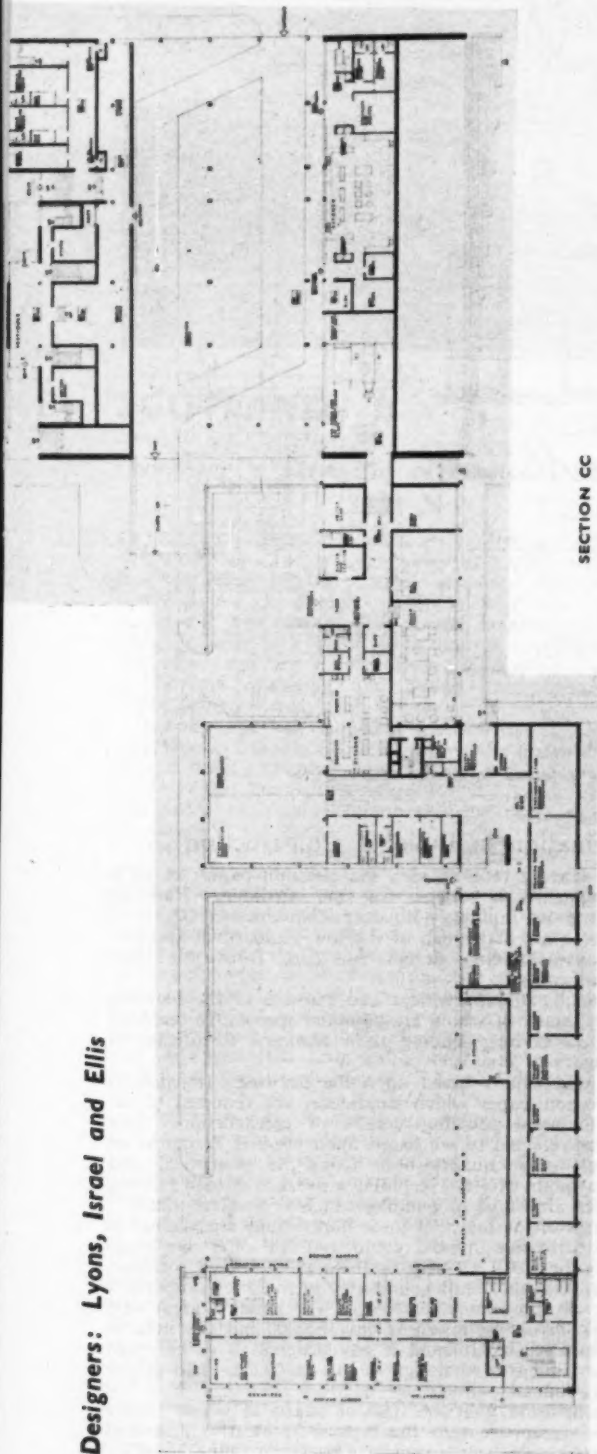
FINCHLEY TOWN HALL COMPETITION. WINNING DESIGN



FIRST FLOOR

GROUND FLOOR

Designers: Lyons, Israel and Ellis

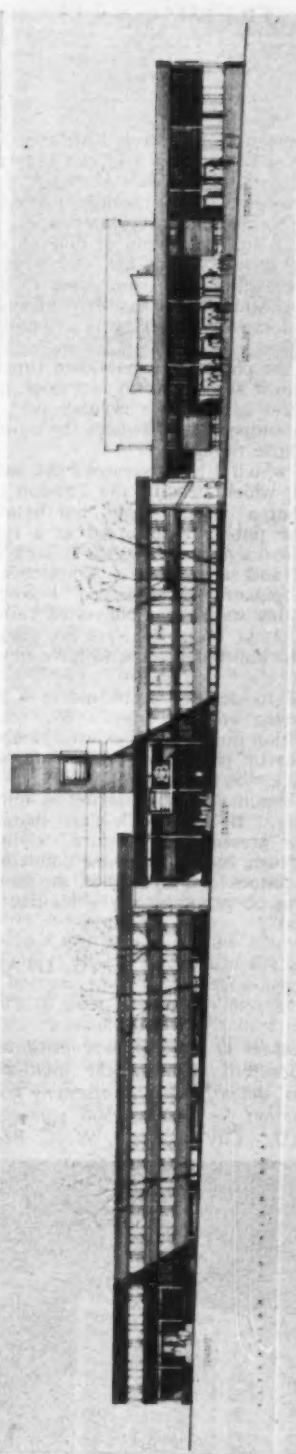


LOWER GROUND FLOOR

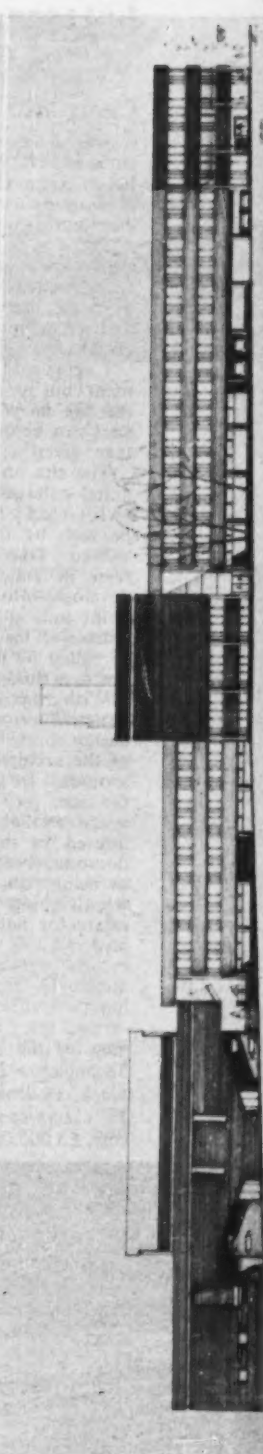
SECTION CC



SECTION GG



EAST ELEVATION



Letters to the Editor

Caravans

Sir,—I have read with interest "Abner's" comments on caravans (A. & B.N., June 3) and can only conclude that he, in common with other critics of these "mobile homes", is adopting a narrow-minded attitude to this answer to the ever-increasing problem of accommodation.

There is, as he states, a world of difference between the two classes of people mentioned, but what of the man who owns his own caravan and uses it for residential purposes, due to (a) business reasons, (b) freedom of choice and (c) independence?—surely he is a member of the first class!

I agree that the photograph published supports his argument, but he must admit, and in fact does, by mention of the site in Wales (probably a holiday site), that caravan sites can be developed to fit in with the natural surroundings, given a little thought.

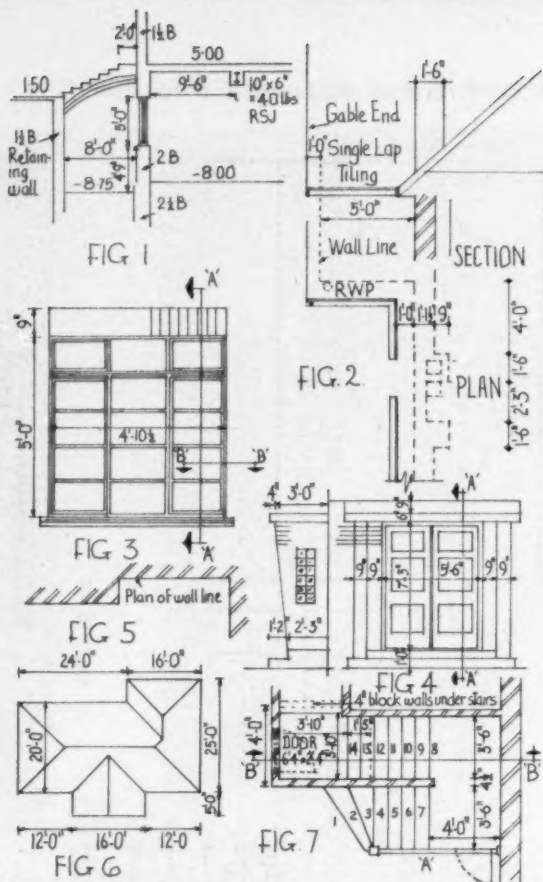
The site on which I live overlooks the backs of dilapidated cottages, which straddle the London to Cambridge (A10) road—not a pleasant sight, but because it cannot be seen by the public, is accepted as a typical country village. Due to its size, a caravan, if seen at all, can be seen in full, and any general untidiness immediately develops into gigantic proportions. I would hasten to point out, at this stage, that converted railway carriages (whatever the class), buses, etc., are *not* caravans, but are so called by the short-sighted, who have never set foot in the real thing.

With regard to design, let us please have some constructive criticism on this point. Why not organize a design competition (interior and exterior) amongst members of the architectural profession, whose interest your article arouses. In this way we may get some new ideas—but I, for one, very much doubt it, bearing in mind the limited space available. If all middle-class people are to be housed in the present-day "bastard" style, stereotyped, domestic dwellings, how can anyone condemn the caravan as being "ubiquitous and so ugly in the landscape". Are we all going to be proud to say—"we live on so and so estate (or flats)"?

Yours, etc.,

G. D. ANDREW.

View of the model of the proposed Institute of Advanced Technology, Bradford, showing the multi-storey teaching block, students' union block and assembly hall. There will be accommodation for about 1,500 students. Estimated cost, £3,000,000. City architect, W. [C. Brown



Drawing referred to in the letter below

Examination in Building Construction

Sir,—Having recently seen the question paper set by a county technical college for the Ordinary National Certificate in Building—Building Construction S2, it is obvious to me that much of the low standard of speculative house building design emanates from the local technical college.

Practically all apprentices and trainees in the building industry, many of whom are potential speculative builders, take these courses leading to a National Certificate in Building.

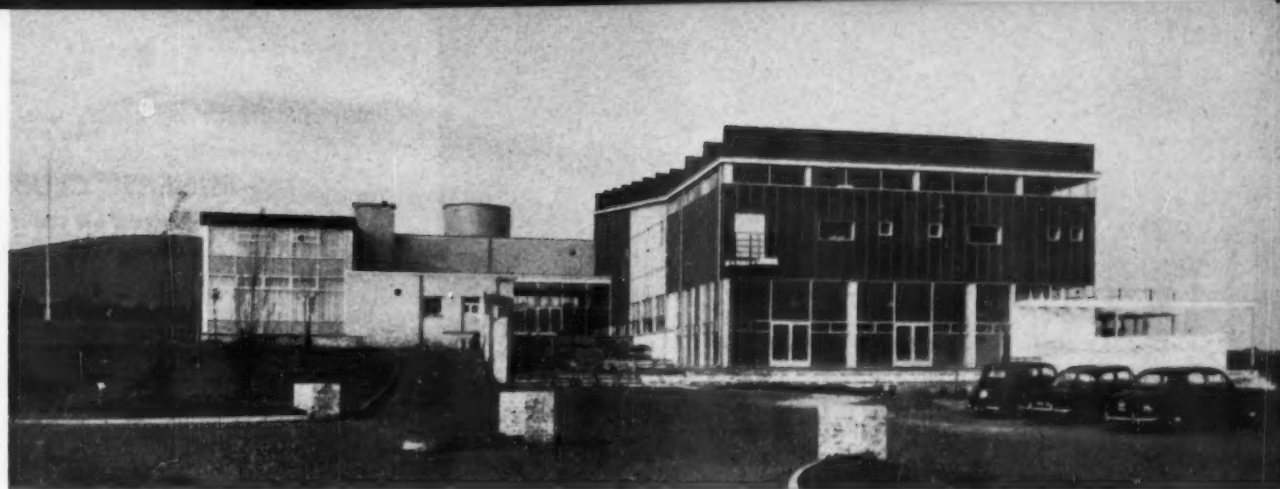
My judgment is based upon the drawings attached to the question paper which candidates are required to redraw to scale showing details of construction. The drawings referred to are based upon pre-war design of an extremely poor quality both from the aesthetical and practical point of view, including a mixture of load bearing basement area type of building which is obsolete today.

In view of the fact that these illustrations are planted in young formative minds, could not an offer be made through the R.I.B.A., with the help of the allied societies, to liaise with the building industry in this most important matter. I appreciate that it may well entail a great deal of work involving rewriting text books, but the need is educationally fundamental if any progress is to be made to raise standards of design in this particular field of the building industry.

In conclusion, that the state of affairs to which I have referred is apparent to the layman is clearly illustrated by a letter, which appeared in *The Times* (June 3, 1959), entitled "Builders' Phrases" . . . "It appears that most speculative builders have not seen any issue of an architectural magazine since before the last war, and the large amount of research on new building methods has been merely for the benefit of a few enlightened councils."

Yours, etc.,

S. A. G. COOK.



The Nivensknowe social club near Edinburgh for the 15,000 Lothians' coalminers, featured overleaf

SCOTLAND II

Continuing a survey of architecture "North of the Border"

WITHOUT doubt the most striking improvements in both layout and design have taken place within the field of local authority house building. The post-war rush resulted in eternal repetition with little, if any, thought to the question of design, numbers completed being the important factor. Now that the tempo has eased and more and more redevelopment schemes are being carried out, planning and design are playing more important roles than ever before.

One of these redevelopment schemes was illustrated in the previous issue on Scotland, within the Burgh of Lochgelly, a mining town in the County of Fife. This scheme was awarded the Saltire award for 1957 and forms the first phase of a larger comprehensive development for the centre of the burgh.

This scheme in Lochgelly is typical of what is taking place in both burgh and village, particularly within Fife. Civic pride and awareness can do much to sell good architecture as well as improve, in the eyes of councils and laymen, the role of the architect. Councils enjoy publicity and take pride in their burghs when deputations from other authorities come to inspect their housing schemes. This fact does not appear to have been appreciated by many architects commissioned to prepare designs for housing schemes, but those that have grasped the fact and have put that little extra into their planning and design are reaping the benefit. Good architecture sells itself.

It has been said: Where is the architecture of Scotland going? There is no denying it is moving forward fast, but is it moving away from Scotland? Is the present-day architecture of Scotland merely a repeat of what can be seen in other countries, particularly England? Perhaps this is the price we have to pay for the greater speed at which ideas spread. If so, have we gained or lost? Whilst we may have lost a certain amount of local traditional design, we have gained in that more buildings are suited to present-day needs than was the case when the architect considered the visual aspect of his design of more importance than the workability of the interior.

The dead dog bungalow (four chimneys at either corner and a pointed roof) is still a too familiar scene, but these are being departed from by many builders, but some architects still use the standard negative minus client's name for the client who wants one "just like Mrs. McTavish's".

Except in the larger cities, the speculative builder was unknown before the war, but this is a field which is rapidly being expanded. The majority employ architects to prepare the layout and standard design and in some cases the results are better than their English counterparts. Unfortunately, the building societies are being difficult when they are asked to lend money on houses which are

out of what they consider a safe lend. A change of heart is needed in this quarter if we are to see in Scotland the modern trend in private houses to any great extent.

Three new towns are under construction. East Kilbride, in the west, at the end of 1958 had completed over 6,000 houses and had a population of about 24,000. Cumbernauld, also in the west, which is being built to help relieve overcrowding in Glasgow, is the youngest of the three and has only just commenced building on any scale.

Glenrothes, in Fife, built for the purpose of housing the population of this expanding coalfield and industrial area, has now a population of about 12,000. The outstanding contribution is the Catholic church illustrated in the previous issue.

It is too early to pass comment on the architecture of Cumbernauld, but in the other two there are some pleasing features, although their domestic architecture in parts resembles a large housing estate.

Glasgow, with its problem of too many people with too little land upon which to rehouse them, has resulted in what has become known as the Glasgow Overspill. This may result in existing towns that take the overspill being revitalized or ruined. There is here a great opportunity for the planner-architect. Will he rise to the challenge or will we in a few years to come see small burghs surrounded by a Glasgow housing scheme?

Within Glasgow, without doubt, the two outstanding projects are the redevelopment scheme by Spence and Matthew.

Local authorities in Scotland are still by far the chief builders of houses. Since the war 324,000 have been built by local authorities as compared with 30,000 by private enterprise. The proportion of houses built for owner-occupation since the war, as a proportion of the total houses completed, is about one in eight, which is in marked contrast to the position in England and Wales, where private enterprise was contributing by the end of 1958 more than half of all the houses being completed.

Whilst the architectural papers have made much of the stride which has taken place in England in the educational field of architecture, little has been illustrated of the work of architects in Scotland in this respect. Nevertheless in this field their work can, in some instances, compare favourably with their counterparts south of the border. As in England, a certain proportion has been entrusted to private architects and the remainder carried out by salaried architects. This has resulted in rivalry in conception and design which has been beneficial to all concerned.

There are mixed feelings, however, regarding the new schools amongst the general public. They are usually referred to as educational factories. Have we



THE ARCHITECT and Building News,
17 June 1959

MINERS' CLUB NIVENSKNOWE

Architects:
T. BOWHILL GIBSON & LAING

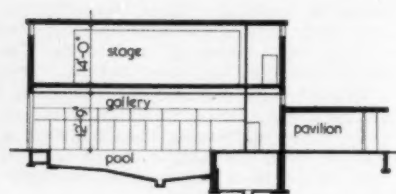
Architect in charge:
J. MARSHALL

Assistant Architect:
I. OLIVER

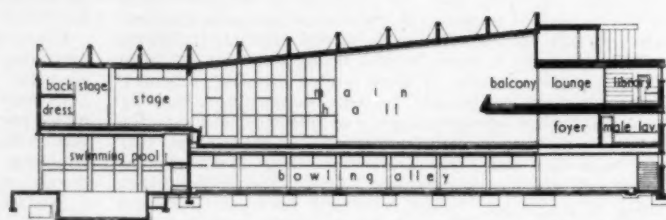
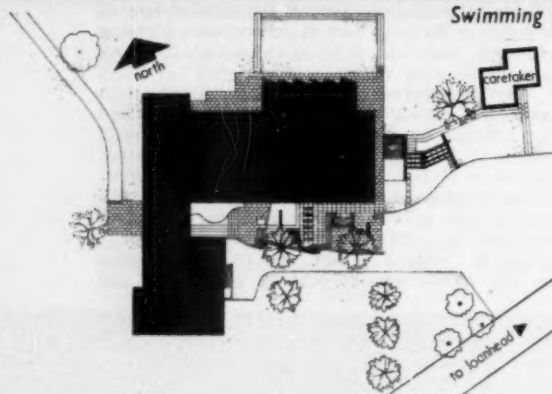
Assistants:
D. G. LESEUR, I. WEBSTER

Quantity Surveyors:
THOMAS AND ADAMSON

In Association with
J. SCHOFIELD
(National Coal Board,
Scottish Division)



Swimming pool at lower ground level



SECTIONS. SCALE: 1 IN=40 FT

moved from one type of design to another too quickly?

It is in certain sections of the industrial field, if one compares pre-war and post-war designs, that the greatest strides have been achieved in architectural conception. The Hydro-Electric Board, with their dams and ancillary buildings, have shown that even in really beautiful settings they can, by the use of local materials and simplicity of outline, produce architecture of the highest order. It has been the result of team work—all pulling together.

Power stations have also, along with the atomic plants, produced dramatic compositions, but they have not yet been able to fit these projects into the landscape as successfully as the hydro board. One wonders on occasions if the designer has seen the site before he commenced to build the monument to his glory.

Mention must be made of the designs of the National Coal Board at some of their new pits. These show what

can be done and are following the lead given by the architects of the Miners' Welfare Commission who long before the war raised the standard of pit head architecture under J. H. Forshaw.

Unfortunately, the majority of these undertakings still leave many of their smaller buildings, no less important as far as the visual scene is concerned, to those unqualified in design.

As will be seen from the designs illustrated in this and the previous issue on Scotland, the architects responsible for the work of the hospital boards have pointed the way to a more enlightened architecture, in keeping with the present-day conception of hospital planning. Perhaps the best testimonial to their design was spoken by a patient who was overheard to say, "it's now a pleasure to be ill and come into this building". Here was, at least, one satisfied client.

M. E. TAYLOR, A.R.I.B.A.

THIS social club at Bilston, nr. Edinburgh, has been built for the 15,000 coalminers of the Lothians area by the Coal Industry Social Welfare Organization. In keeping with the changing pattern of the miners' lives, the club caters equally for men and women and provides facilities for a wide range of social and leisure activities. As a measure of its size, up to 5,000 people can use the club simultaneously without causing inconvenience or overcrowding. Facilities include a main hall accommodating 1,200 people, cafeteria, bars, bowling alley, swimming pool, games rooms, library and a crèche to cater for the children. The surrounding area of land will be landscaped and laid out as sports grounds.

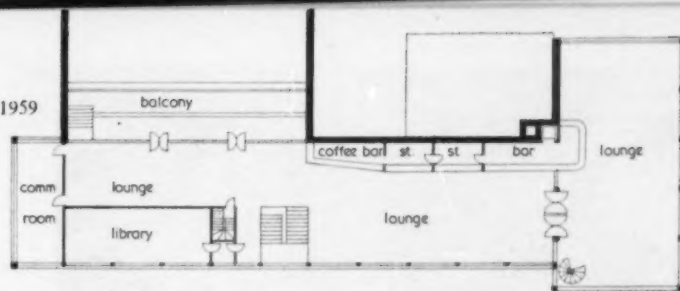
Planning

The main building is on two floors with indoor sports facilities at the lower ground level. The assembly hall is at ground floor with a stage and back-stage at one end, and the foyer and cloakrooms at the opposite end. A mezzanine floor, above the foyer, accommodates the committee rooms, lounges, coffee bar, lounge bar and library. A small two-storey wing containing the staff premises, cafeteria, crèche and nurse's room, is linked to the main building by the entrance hall.

Construction and Finishes

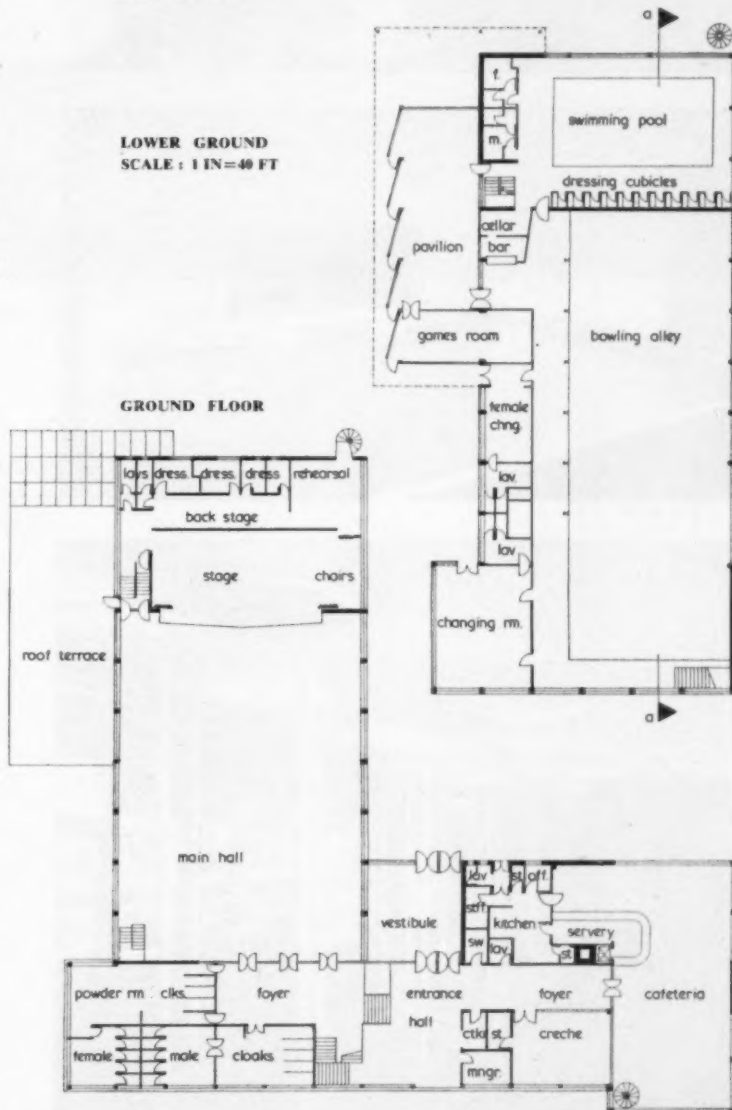
The main structure is steel framework, with lattice girder roof to the assembly hall. Walls below ground are double skin brickwork with waterproof concrete infill. Walls above ground, facing brick cavity walls, and plywood facings on timber framing, and aluminium curtain walling. Roofing, mineralized felt on timber suspended from the lattice girder. Upper floors: timber. Flooring: wood block, hardwood strip and thermoplastic tiles. Wall finishes: fluted timber boarding, plaster, exposed brick, ceramic tiles, sculptured timber and murals. Ceilings: Vee-joined acoustic boarding. Partitions: timber stud, with veneered panel facings.

Contract cost: £101,892. Total net floor area: 30,060 sq ft. Cost per sq ft net: £3 7s 10d. Architect in charge: J. Marshall. Assistants: I. Oliver, D. G. Leseur and I. Webster.



FIRST FLOOR

LOWER GROUND
SCALE: 1 IN=40 FT





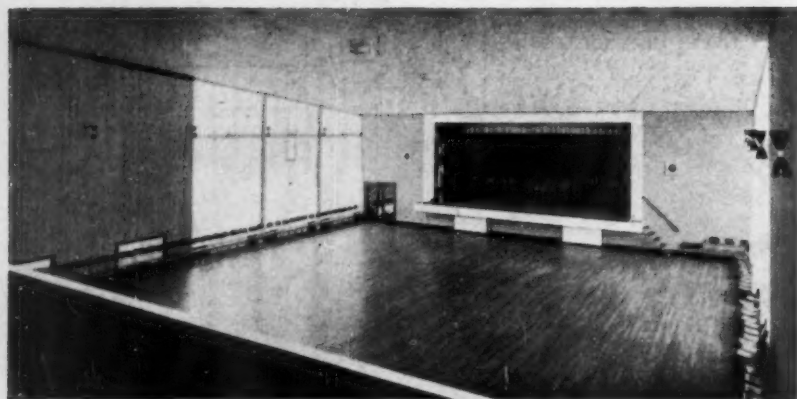
THE ARCHITECT and Building News,
17 June 1959

MINERS' CLUB NIVENSKNOWE

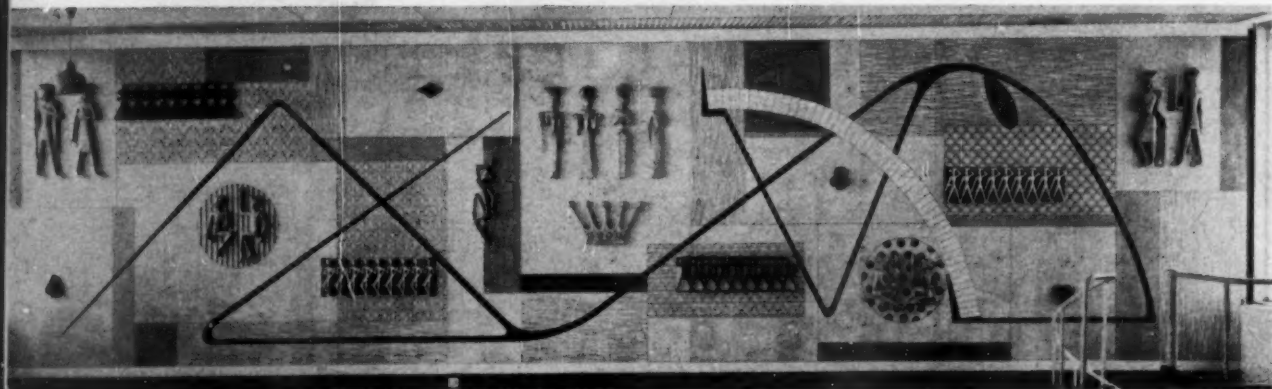
General Contractors:
CRUDENS LTD.

Sub-contractors and
suppliers:

Bars and Kitchen Equipment: Gaskell & Chambers Ltd. Ceramic Panel: Juniper Workshops. Communication Systems: Communication Systems Ltd. Curtain Walling and Windows: Williams & Williams Ltd. Danish Furnishing and Special Fabrics and Danish Electric Light Fitting and Radiators: Scandinavian Furnishing Ltd. Decorative Commemoration Plaques: Miss Avril V. Gibb. Decorative Glass Panels and Fountains and Stage Curtain: Juniper Workshops. Electricians: James Scott & Co. Ltd. External Canadian Timber Ranch Walling and Panelling: Graham & Wylie Ltd. Formica Mural: John Ford. Furnishings (General): Scottish Co-operative Wholesale Society Ltd. Hardwood Floors: A. M. MacDougall & Son. Heating: G. N. Haden & Sons. Indoor Bowling Alley: H. Nemes & Co. Ironmongery (Swedish and German): W. K. White Ltd.; Wm. McGeach & Co. Ltd. Landscaping: Bannerman & Jackson. Painters: W. C. Simpson & Sons. Paint Manufacturer: Goodlass Wall & Co. Ltd. Steelwork: Edwards Jamieson & Co. Ltd. Terrazzo: James & Son. Thermoplastic Tile Floors: Marley Tile Co. Ltd. Timber Incised Murals and Carvings: Regent Studios. Wall Tiles: A. Campbell & Sons. Wrought Ironwork: Waddell Bros.



(1) First-floor coffee lounge. (2) The main hall viewed from the balcony. (3) The library, with shelves removed for use as an exhibition room. (4) One of the murals





First stage of the development seen from the road

MOTEL AT WALLYFORD

Architect: ALAN REIACH & PARTNERS

Associated Architect: STUART RENTON

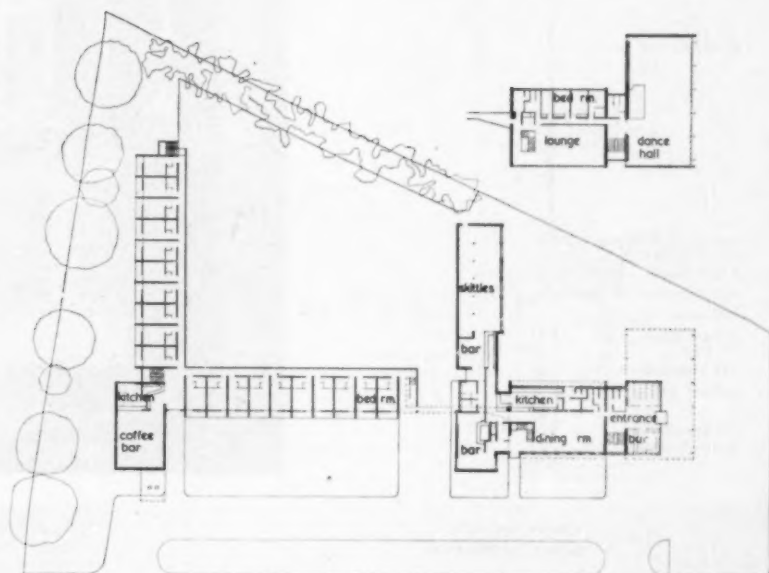
Assistant Architect: ROBERT DAWSON

THIS, the first motel to be built in Scotland, is strategically located in a triangle of land between the Great North Road and the main coast road to local resorts from Edinburgh, at a point seven miles outside the city. So far, only the restaurant, bar and public lounge have been built. It is intended to proceed with the remaining portion in the coming year. The motel is divided into two parts, public rooms open to passing visitors, and bedroom accommodation, well away from the "day rooms", for quiet and privacy. As a railway abuts one side between the two main roads, all the bedrooms face away from this side and look on to gardens. Motel patrons arrive at the east end of the site and proceed by car to the parking lot at the rear, from which the bedrooms open directly. A small coffee bar and paper shop are provided for overnight guests. A restaurant, bars and skittle alley are placed on the ground floor with lounge and ball-room planned on the first floor.

The last has its own undercover access with parking to the rear.

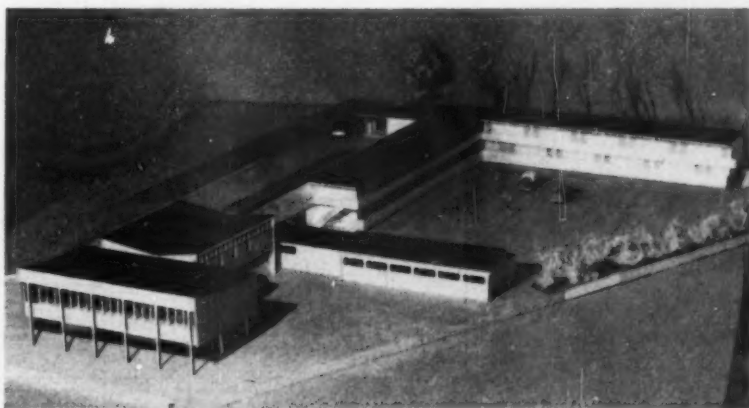
Construction

Construction is of steel frame in the public rooms and load-bearing brick cross-wall in the bedroom wing. Stone, timber and rendered brick are the external finishings.



GROUND AND FIRST FLOOR
SCALE : 1 IN = 80 FT

Model of the total development

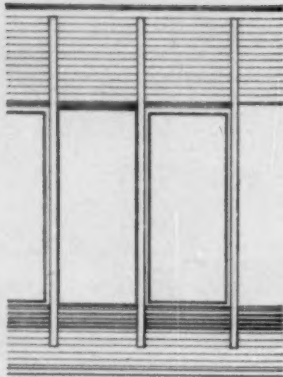


MOTEL AT WALLYFORD

General Contractors:
MORTON & JOHNSTONE

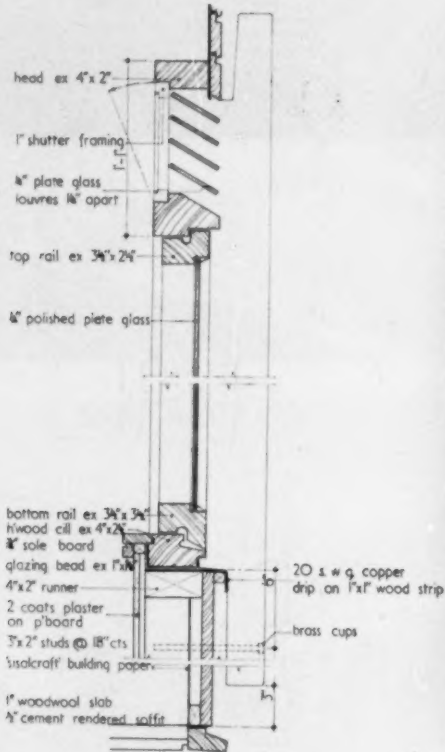
Sub-contractors and suppliers:

Asphalt: McCartney Ltd. Electrical: J. Scott & Co. Floor and Wall Tiles: Allen, Piershill. Painter: Farrel, Musselburgh. Plaster: D. & J. Borthwick. Plastic Tiles: Marley Tile Co. Ltd. Plumber: A. W. Johnstone. Roughcast: P. Kelly & Sons Ltd. Sanitary Fittings: Shanks. Steelwork: Redpath Brown & Co. Ltd.



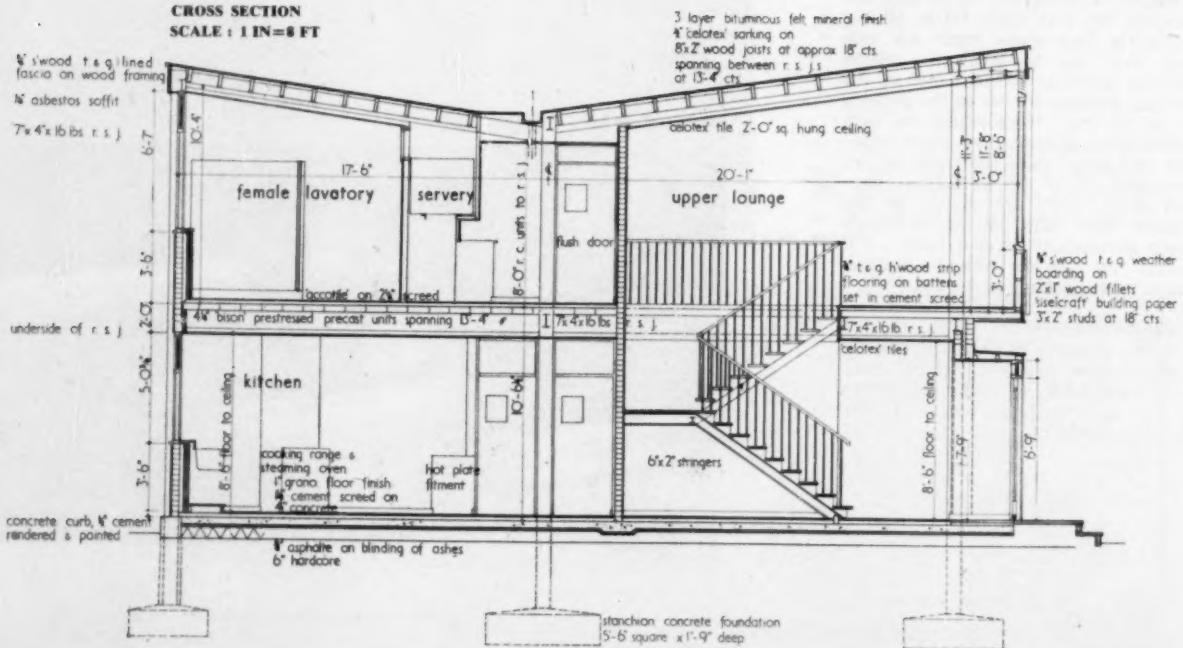
ELEVATION
AND SECTION
OF EXTERNAL
WALL

SCALE: 1 IN=1 FT



Entrance elevation

CROSS SECTION
SCALE: 1 IN=8 FT





PITCORTHIE PRIMARY SCHOOL, DUNFERMLINE

Fife County Architect: R. S. LAWRIE

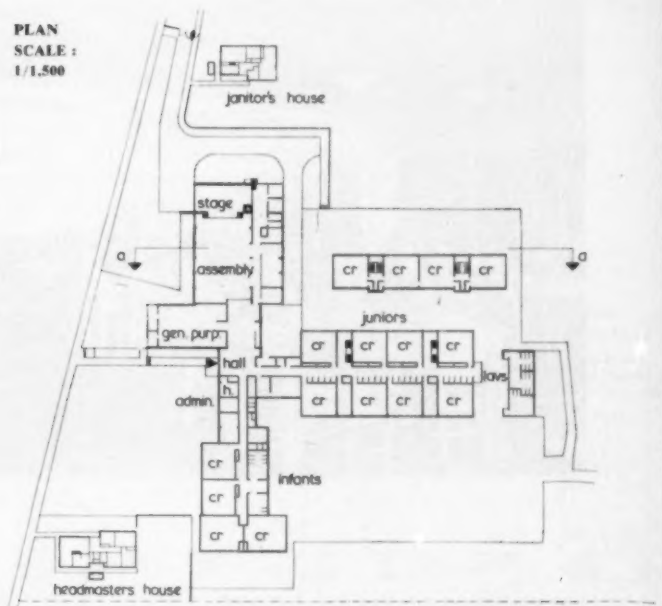
Architect in charge: GAVIN H. McCONNELL

THE site, to the south of Dunfermline and on the edge of one of the city housing developments, slopes fairly steeply down to the west and north. Three elements of the plan form a "T" lying along the highest contours of the site, the classroom block having east-west light and the infants' block south and east light.

The construction, with the exception of the assembly hall, is 11in cavity load-bearing brick cross-walls with prestressed concrete ("Stahlton") floors and roof. The infill between cross-walls is a simple window-wall with ground-floor underfill panels of steel. Irregular arrangement of cedar wood panelling in the window-wall of the classroom block was designed to give an even distribution of light to the through and through rooms on the first floor, the same fenestration being used on both east and west façades. Corridors and certain classrooms have rooflights between the cross-walls.

The school was designed in the summer of 1953 to accommodate 680 primary schoolchildren, and was built in 18 months during 1954-1955 at a cost of £97,423, inclusive of site works and school furniture.

PLAN
SCALE:
1/1,500



Assembly hall
and general-
purpose room

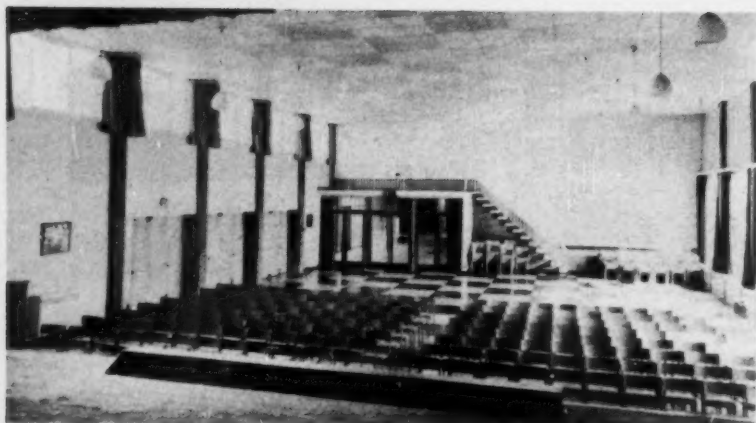


PITCORTHIE PRIMARY SCHOOL

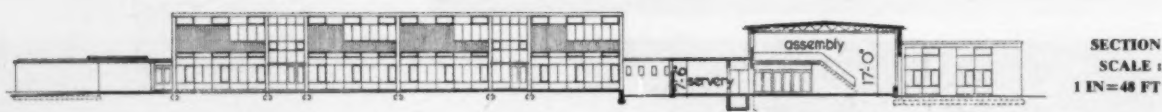
General Contractors:
ANDREW CROCKET LTD.

Sub-contractors and suppliers:

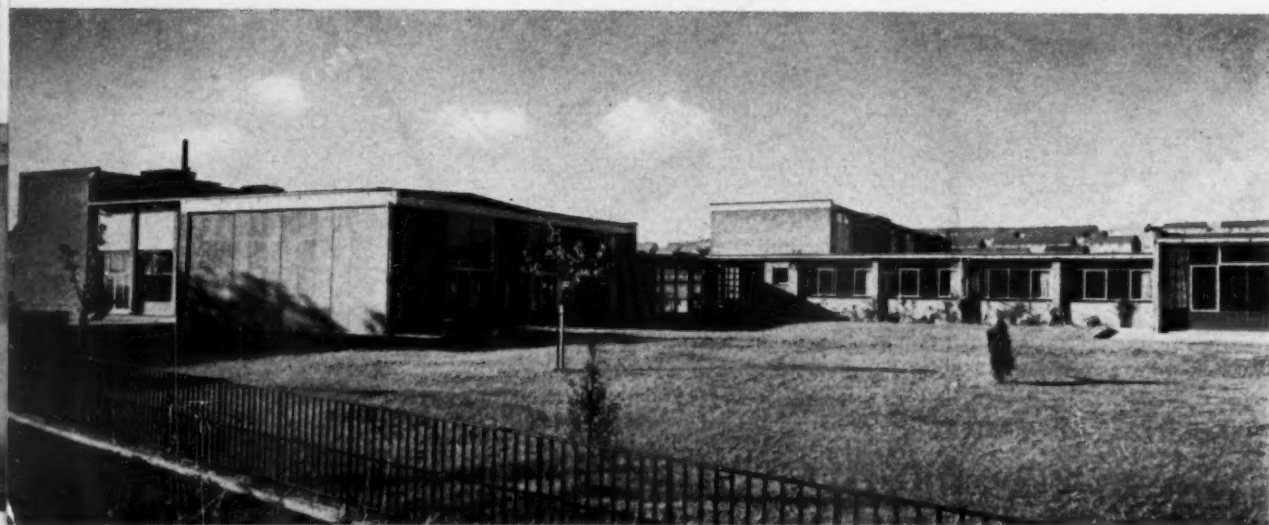
Concrete Floors and Roofs (Stahlton): Costain Concrete Co. Ltd. Electricians: James Scott & Co. Floor Coverings: Rowan & Boden Ltd. Granite Facing Slabs: George W. Bruce Ltd. Heating Engineers: Richard Crittall & Co. Ltd. Ironmongery: George Boyd & Co. Ltd. Metal Windows: Standard Maclean Ltd. Roof Coverings D.P.Cs. etc.: William Briggs & Sons Ltd. Sanitary Fittings: Shanks & Co. Ltd.



Top, assembly hall viewed from the stage. Above, an infants' classroom, and typical corridor with cloaks recess



General practice room and administration wing from south-east



THIS scheme was the winning design in an open competition in 1957. The original accommodation covered an area of 81,000 sq ft but this has since been increased to 96,000 sq ft by the inclusion of an additional wing at the west end of the main block.

The Site

The High Street is presently being developed by the Town Council with a road widening scheme and demolition of old property. On the north side are several notable buildings, the museum and art gallery, Territorial Army centre and the McCrone church; and the dignity afforded by these buildings, despite their miscellaneous architectural characters, ensures that the college site is one of extreme importance in the redevelopment of the centre of Paisley.

Planning

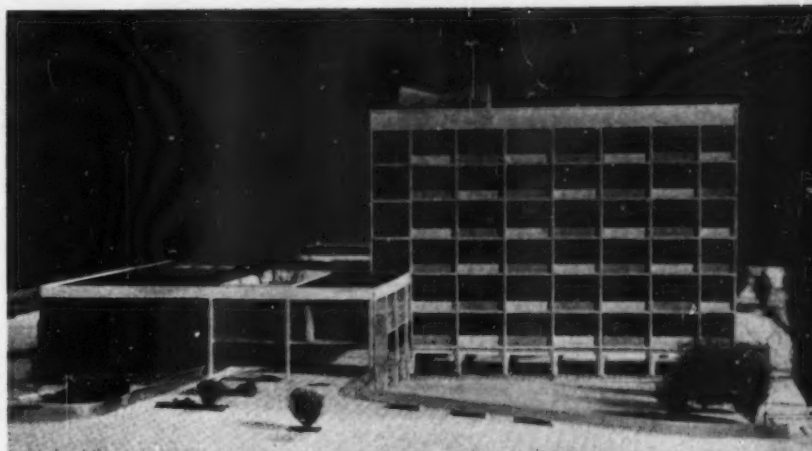
The new college is set back from the High Street frontage to allow a form of elevated piazza approach from pavement level into the main, upper ground-floor level of the building. The principal block is seven storeys in height, the lowest level being an open terrace to allow the landscaping of the sloping site to sweep through into the inner quadrangle. Great importance is attached to the careful treatment of the landscaping in order to achieve unity and character in the scheme.

Construction

Structure generally will be of *in situ* reinforced concrete, external columns and beams being carefully cast so that they may be left exposed without further treatment. Floors and roof are of prestressed concrete plank and pot treatment. Fenestration will be in aluminium sections in wood surrounds with coloured glass infill panels backed by lightweight concrete. Westmorland green slate facings are to be used on the north facades at low level, and elsewhere panels of exposed aggregate or dark brick will provide an exterior requiring the minimum of maintenance. Facilities will be provided for the external cleaning of the façade. Due to poor site conditions the whole building is to be erected on *in situ* piles.

Costs

Clearance of the site has now been completed and work is about to begin on the preliminary contract for the main buildings. The project is expected to take 2½ years to build and to cost £558,000, inclusive of site works and furniture.



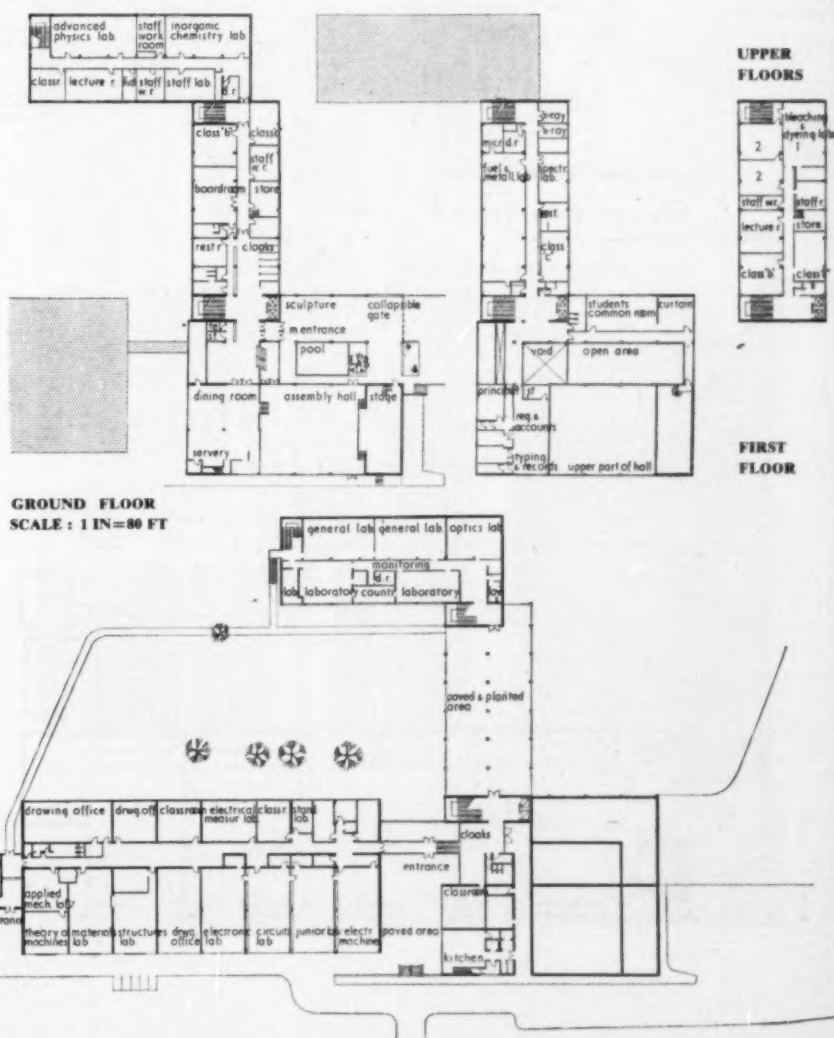
PAISLEY TECHNICAL COLLEGE

Architects: ALISON AND HUTCHISON AND PARTNERS

Senior Partner: R. FORBES HUTCHISON

Partner in charge: STANLEY G. OWEN

Senior Assistant Architect: G. BOWIE





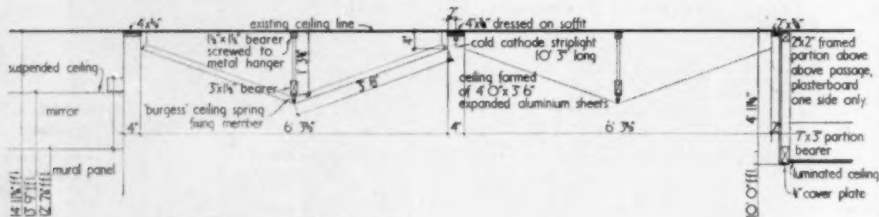
THE ARCHITECT and Building News,
17 June 1959

THESE new premises in Buchanan Street, Glasgow, are for Royal Dutch Airlines reservations and passage service. The shop front is designed to allow full visibility of the interior from the street, and the fascia and projecting sign are designed to cause as little visual interruption as possible. The main window is "protected" from pedestrians by the strong texture of pebble flooring on each side of the glass. Internally, the reservation desks, canopy, and wall map are standard K.L.M. layout. The manager's office and baggage office are placed at the rear of the shop, and are formed by fully glazed partitions in aluminium sections. The suspended ceiling is also of aluminium, in expanded sheets arranged in a large saw-tooth profile. Neon tube lighting strips are set in the high points of the serrations.

The cost was approximately £9,500.

KLM AIRLINES OFFICE

Architects: KEPPIE, HENDERSON & PARTNERS

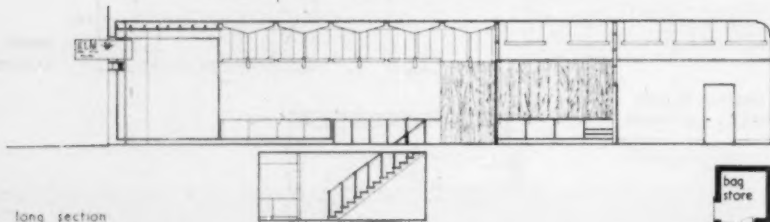


SUSPENDED CEILING SECTION

General Contractor & Shopfitter:
COLIN HUNTER LTD.

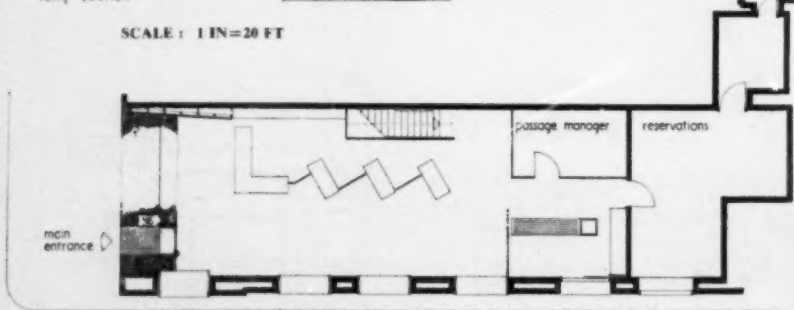
Sub-contractors and suppliers:

Electrical Work: James Scott & Co. Ltd. Flooring: North British Rubber Co.; Robertson, Locke & Heggie. Furniture: Elders Ltd.; James Howden & Co. Ltd. Glazier: Cameron, McLean & Co. Ltd. Heating Work: James Combe & Sons Ltd.; Wm. Anderson Ltd. Light Fittings in Passage Office: Frederick Thomas. Painter Work: Guthrie & Wells. Plasterer: James McNiven Ltd. Plumber: Wm. Anderson Ltd. Tiling, Pebble Paving and Mosaic Mural: Toffolo, Jackson & Co. Ltd.



long section

SCALE: 1 IN = 20 FT



The shopfront is totally glazed wall-to-wall and floor-to-ceiling. A pebble floor along the main window provides warning to pedestrians





CASUALTY DEPARTMENT, DUNFERMLINE

Architect, JOHN HOLT, Architect to the South-East Regional Hospital Board, Scotland

THE casualty department of the Dunfermline and West Fife Hospital, Dunfermline, was completed in 1958 and opened by the Countess of Elgin, D.B.E., on November 15, 1958. The existing department at that time was restricted in space and occupied a lower ground floor area in the hospital. Patients waited in corridors and work was conducted under difficult conditions.

The Site

The site for the new building has a steep slope from north to south, but by ingenious planning, it was possible to design a department linked to the existing hospital with out-patients' consulting suites, treatment rooms, theatres and ward accommodation for 21 beds in a compact form.

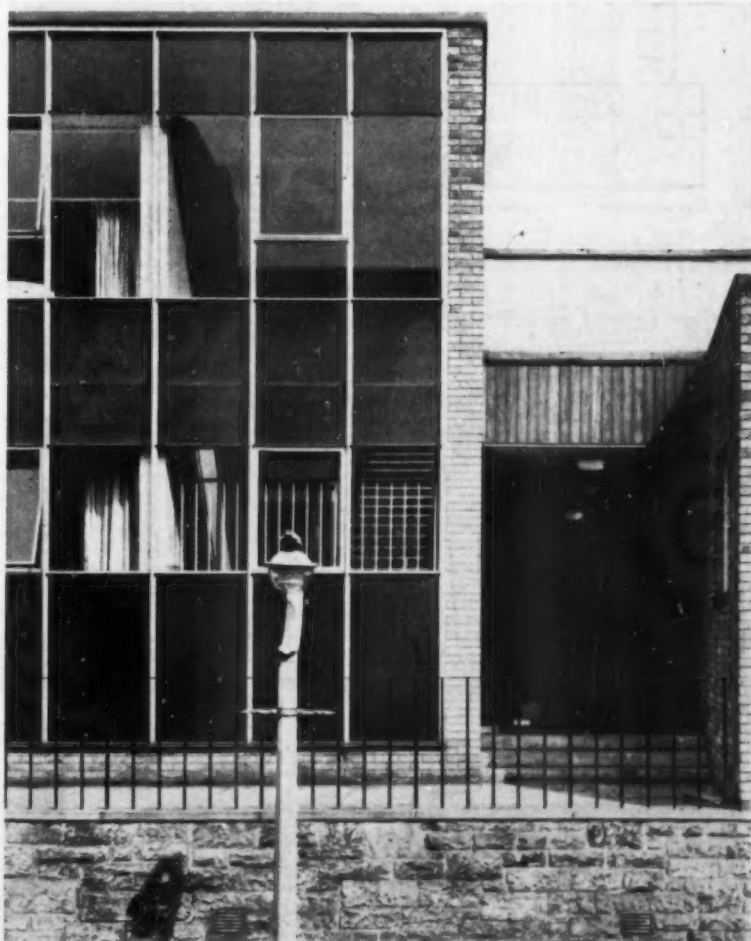
Planning

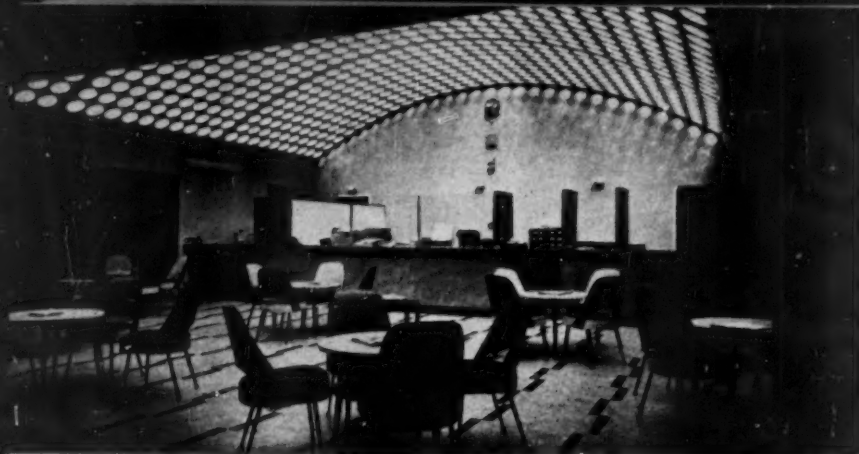
A central waiting hall forms the focal point of the plan, and is roofed by a shell concrete arch with inset prismatic lens. Here the patients are received and directed to the various departments. Comfortable chairs are arranged informally and should waiting be necessary, then tea is available. From this hall the patients have easy access to the consulting suites, which comprise sub-waiting room, examination and consulting rooms. In the treatment area individual cubicles provide privacy, whilst an adjacent recovery room allows the patient to rest before returning home.

Those patients arriving by ambulance are received at a separate entrance, and may be admitted direct to the theatre suite.

Two theatres for clean and septic work are provided, each serviced by a sterilizing room and a dirty utility. A

Plastic panel curtain-wall, and main entrance





THE ARCHITECT and Building News,
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plaster preparation, plaster and anaesthetic rooms complete the unit. Easily available is the X-Ray department with dark room and changing cubicles.

At the lower ground floor an individual consulting suite is provided together with ample storage, calorifier room, piped gas batteries and toilets. A bed lift connects all floors and oxygen is piped to wards. On the first floor the 21 beds form the nursing unit, divided into male and female sections. A central nurses' station enables good supervision, whilst in addition to baths and toilets there is a day-room with kitchen, clean and dirty utilities, nurses' cloak-rooms and ample storage. The wards are divided into four-bed and single rooms to give privacy, each bed having overhead bed curtains.

Adjacent to the ward is the housemen's accommodation of three bedrooms and lounge.

Construction

The building is reinforced concrete framed with plastic curtain walling, natural stone and Tyrolean-rendered walls. Floor finishings comprise linoleum tiles in colour terrazzo and wood.

CASUALTY DEPARTMENT

General Contractors: ALEX. FRASER LTD.

Sub-contractors and suppliers:

Electrical Installation: Lowdon Bros. & Co. (Engineers) Ltd. Slate Cills: Bow Slate & Enamel Co. Ltd. Hardwood Floor: A. M. Macdougall & Son Ltd. Heating: Joseph Whittle. Hot Water: Allied Building Services (Glasgow) Ltd. Ironmongery: George Boyd & Co. Ltd. Joiner: Bogie & Nicol, Ltd. Lift: Shorts (Lifts) Ltd. Linoleum: Korkoid Decorative Floors Ltd. Metal Windows: Fredk. Braby & Co. Ltd. Painter: Alex. T. Rolland Ltd. Piped Gases: British Oxygen Gases Ltd. Pipe Insulation: Scottish Insulation Co. Ltd. Plasterer: J. R. & A. Adam, Ltd. Plumber: Laing & Company. Pre-cast Concrete Floor Slabs: Concrete Ltd. Rooflights: T. W. Ide, Ltd. Sanitary Fittings: Shanks & Co. Ltd. Screen Wall: Holoplast Ltd. Silicone Treatment of Stonework: Tretol, Ltd. Storage Tanks: John A. Murdoch & Co. Tiling and Terrazzo: Trofallo Jackson & Co. Ltd. Treatment Cubicle Screens: John Weston & Co. Ltd. Waiting Hall Roof: Lenscrete Ltd.

The nurses' station

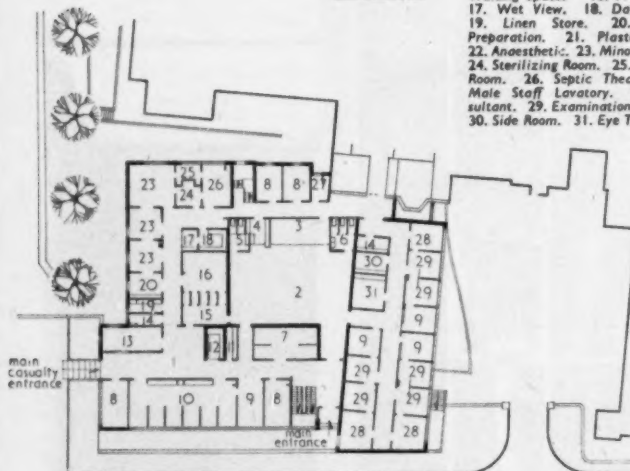


Reception
counter
and
waiting
hall

FIRST FLOOR KEY: 1. Four-bed Ward. 2. Two-bed Ward. 3. Single-bed Ward. 4. Sisters' Room. 5. Nurses' Station. 6. Kitchen. 7. Lift. 8. Linen Store. 9. Patients' Bathroom. 10. Patients' Lavatory. 11. Dirty Utility Room. 12. Clean Utility Room. 13. H.M.C. 14. Nurses' Cloaks. 15. Ward Equipment. 16. Lounge. 17. Bathroom. 18. Bedroom. 19. Day Room.

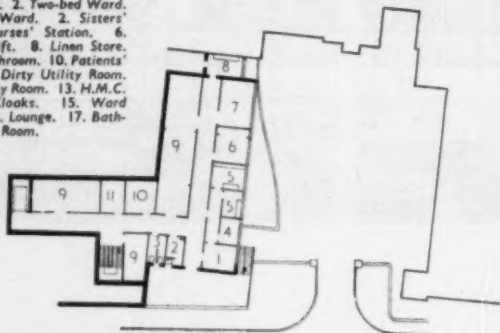


GROUND FLOOR KEY: 1. Entrance Hall. 2. Waiting Hall. 3. Reception and Enquiries. 4. Tea Bar. 5. Male Lavatory. 6. Female Lavatory. 7. Recovery Cubicles. 8. Staff Room. 9. Waiting Room. 10. Treatment Cubicles. 11. Splints. 12. Lift. 13. Reception and Recovery. 14. H.M.C. 15. Waiting Space. 16. X-ray Room. 17. Wet View. 18. Dark Room. 19. Linen Store. 20. Plaster Preparation. 21. Plaster Room. 22. Anaesthetic. 23. Minor Theatre. 24. Sterilizing Room. 25. Clean-up Room. 26. Septic Theatre. 27. Male Staff Lavatory. 28. Consultant. 29. Examination Cubicles. 30. Side Room. 31. Eye Treatment.



LOWER GROUND KEY: 1. Four-bed Ward. 2. Two-bed Ward. 3. Single-bed Ward. 4. Sisters' Room. 5. Nurses' Station. 6. Kitchen. 7. Lift. 8. Linen Store. 9. Patients' Bathroom. 10. Patients' Lavatory. 11. Dirty Utility Room. 12. Clean Utility Room. 13. H.M.C. 14. Nurses' Cloaks. 15. Ward Equipment. 16. Lounge. 17. Bathroom. 18. Day Room.

SCALE:
1 IN=80 FT



VICTORIA HOSPITAL, KIRKCALDY

Architect: JOHN HOLT, architect to the South-Eastern Regional Hospital Board, Scotland

THIS is a large, £7,000,000 scheme undergoing construction on the outskirts of Kirkcaldy. An extension to this development, costing approximately £600,000 is being planned and this is due to commence on the completion of the present contract in 1960. The present development includes a 122-bed hospital, nurses' home, kitchen and dining room, boiler house and mortuary.

The main hospital block is a three-storey "T"-shaped building with a single-storey out-patient department on the north side. There are four 28-bed ward units for male and female surgery, paediatrics, gynaecology, etc., and a 10-bed dermatology ward. Twin operating theatres are situated on the third floor and a residency for medical staff on the second floor. The ground

floor contains an X-ray department, chest clinic, physiotherapy department and medical and surgical out-patient facilities and treatment rooms. A central sterilizing department is also provided on the ground floor and a dispensary. The dermatology out-patient department is situated on the first floor as a continuation of the dermatology ward. A feature of each ward unit is that each can be divided within itself into male and female accommodation. This is achieved by splitting toilet facilities and providing a solarium in addition to a day room which can act as a second day room should the need arise.

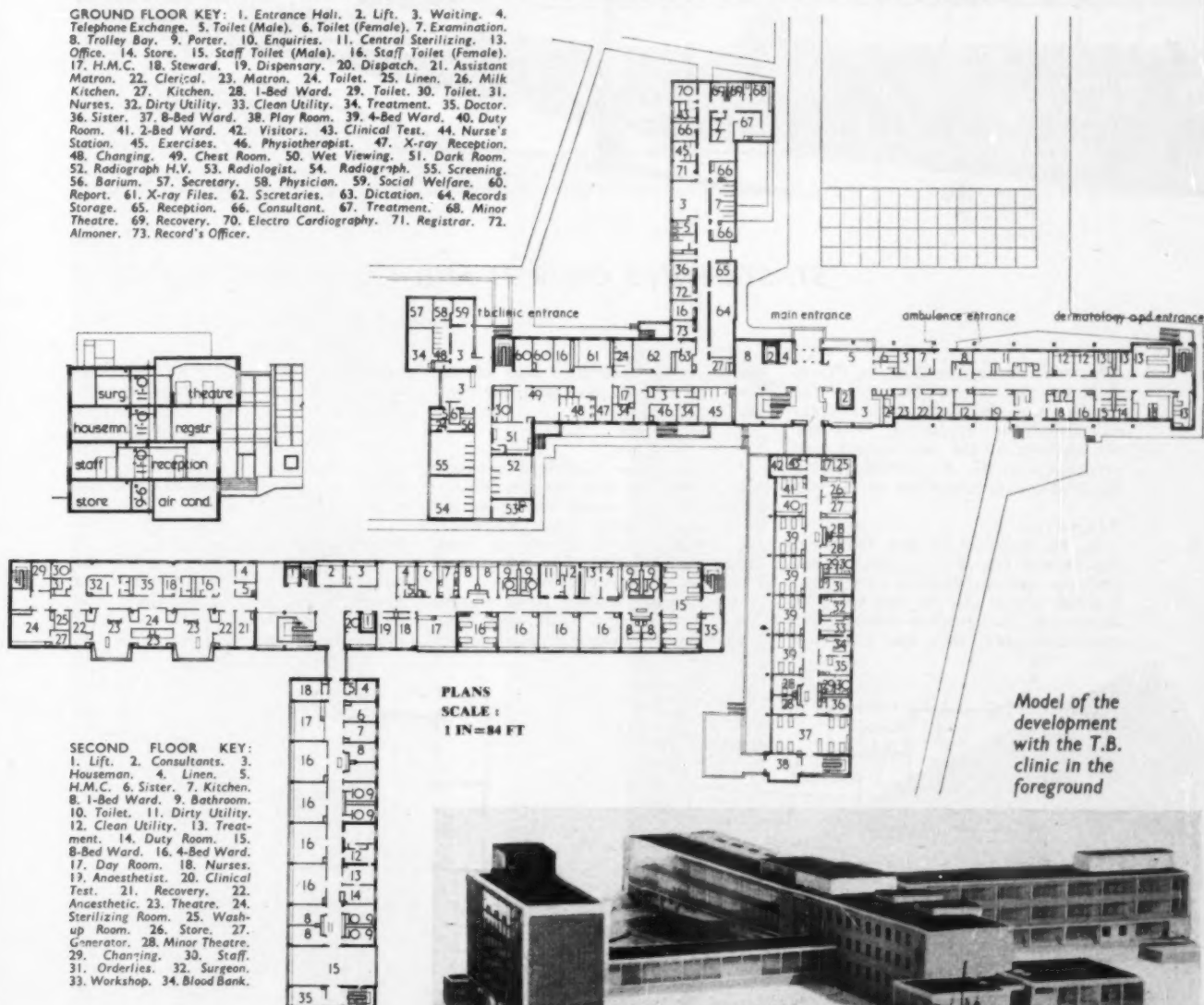
The nurses' home is a six-storey building providing accommodation for 83 nurses and suites for the assistant matron and sister tutor. The

bedrooms are situated on the first to the fifth floor and a recreation room is provided at ground-floor level opening on to a terrace. Each floor of the home contains 17 individual bedrooms with a common sitting room, small kitchen, utility room, toilets and bathrooms.

The main hospital block is a steel-framed building with hollow tile concrete floors and roof, finished externally with wire cut facing bricks and curtain walling of "Virtoslab" infill.

The nurses' home is a concrete structure which was formed in four days by the use of moving shutter operated by hydraulic jacks. This building is faced externally with granite-faced pre-cast concrete blocks, tiles, horizontally pivoted timber windows and "Virtoslab" panels.

GROUND FLOOR KEY: 1. Entrance Hall. 2. Lift. 3. Waiting. 4. Telephone Exchange. 5. Toilet (Male). 6. Toilet (Female). 7. Examination. 8. Trolley Bay. 9. Porter. 10. Enquiries. 11. Central Sterilizing. 13. Office. 14. Store. 15. Staff Toilet (Male). 16. Staff Toilet (Female). 17. H.M.C. 18. Steward. 19. Dispensary. 20. Dispatch. 21. Assistant Matron. 22. Clerical. 23. Matron. 24. Toilet. 25. Linen. 26. Milk Kitchen. 27. Kitchen. 28. 1-Bed Ward. 29. Toilet. 30. Toilet. 31. Nurses. 32. Dirty Utility. 33. Clean Utility. 34. Treatment. 35. Doctor. 36. Sister. 37. 8-Bed Ward. 38. Play Room. 39. 4-Bed Ward. 40. Duty Room. 41. 2-Bed Ward. 42. Visitors. 43. Clinical Test. 44. Nurse's Station. 45. Exercises. 46. Physiotherapist. 47. X-ray Reception. 48. Changing. 49. Chest Room. 50. Wet Viewing. 51. Dark Room. 52. Radiograph H.V. 53. Radiologist. 54. Radiograph. 55. Screening. 56. Barium. 57. Secretary. 58. Physician. 59. Social Welfare. 60. Report. 61. X-ray Film. 62. Secretaries. 63. Dictation. 64. Records Storage. 65. Reception. 66. Consultant. 67. Treatment. 68. Minor Theatre. 69. Recovery. 70. Electro Cardiography. 71. Registrar. 72. Almoner. 73. Record's Officer.





ST. STEPHEN'S CHURCH AND PRESBYTERY, GLASGOW

Architect: THOMAS S. CORDINER

IN 1941, during the blitz on Clydebank, the former church of St. Stephen was destroyed. A temporary hall-church was erected in 1950, and the opening of the new church and presbytery marks the completion of the post-war development of the site.

Planning

At the junction of five roadways, the corner site has a commanding position, and an imposing view of the building group can be seen from all directions. The church is of traditional cruciform plan, with the bell-tower

and baptistry standing free of the nave, linked by a passage to the main building.

Construction

Lofty *in situ* reinforced concrete frames, with pre-cast concrete purlins, carry the main slated roof over the nave and transept areas. Elsewhere the construction is mainly of load-bearing brickwork and *in situ* concrete flat roofs, with asphalt finish.

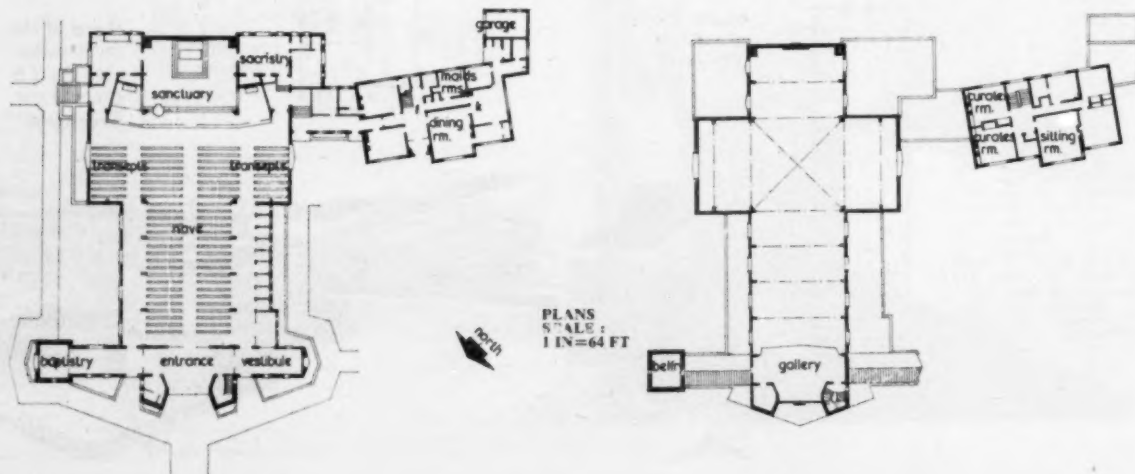
All external walling is of Ravenhead rustic facing brick, and concrete dressings have a brushed granite

exposed aggregate finish. The flèche over the belfry has a concrete core, sheathed with copper. The concrete roof to the belfry is similarly finished.

The 15ft high cross, silhouetted against the large window on the entrance gable, is of pressed steel and is painted.

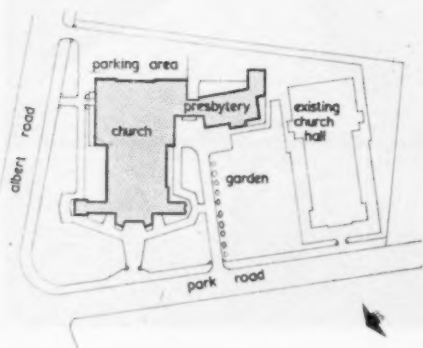
Services

Floor heating has been used in the nave and transepts and elsewhere heating is by normal radiators. The heating installation, which is housed below the priests' sacristy, is oil-fired.



THE ARCHITECT and Building News,
17 June 1959

The nave, looking
towards the sanctuary.
The main structure
is of in situ concrete
portal frames



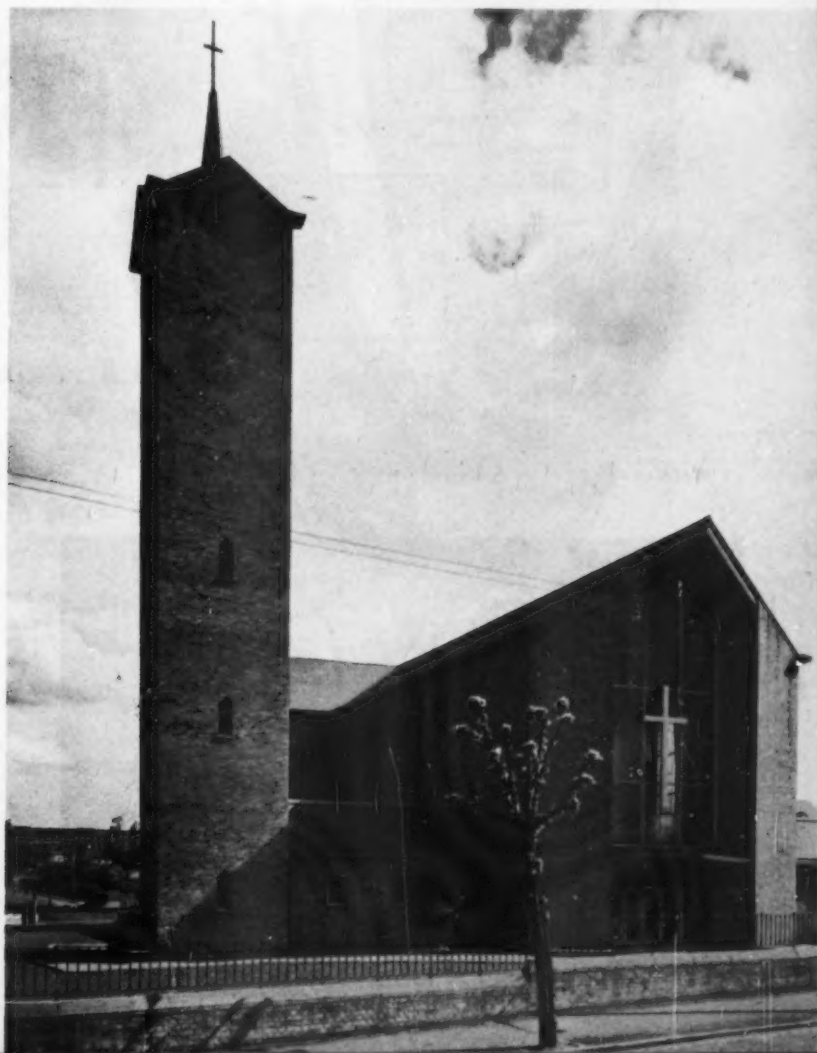
Below, the timber
reredos and carved lime
panel depicting the
stoning of Stephen the
Martyr. Below right,
the entrance gable
and belfry



General Contractor: JOHN TRAIN & CO. LTD.

Sub-contractors and suppliers:

Acoustic Ceilings: Wm. Beardmore & Co. Ltd. Altar Furnishings, Tabernacle, etc.: H. D. Falconer & Sons. Asphalt Work: Val de Travers Asphalt Co. Ltd. Carillon Bell Installation: Ellis & McDougall. Carpenter, Joiner and Ironmonger Works: John Cochrane & Co. Ltd. Electrical Installation: J. B. Meiklejohn Ltd. Gates and Railings: R. Marchbank & Son Ltd. Glazier Work: A. S. Wright & Co. Ltd. Heating Installation: G. N. Haden & Sons Ltd. Korkoid Flooring: Korkoid Decorative Floors. Marble Work: Galbraith & Winton Ltd. Painter Work: George W. Sellars & Sons. Plaster Work: Alex. Calder & Sons. Plumber Work: Steels Engineering Installation (Scotland) Ltd. Sanctuary Rail and Baptistry Grille: William Govan Co. Seating: Scott Morton Ltd. Slater Work: A. C. Whyte & Co. Ltd. Terrazzo Work: Toffolo Jackson & Co. Ltd. Wood Block Flooring: A. M. Macdougall & Sons Ltd. Wood Carving of Reredos: Wylie & Lochhead Ltd.



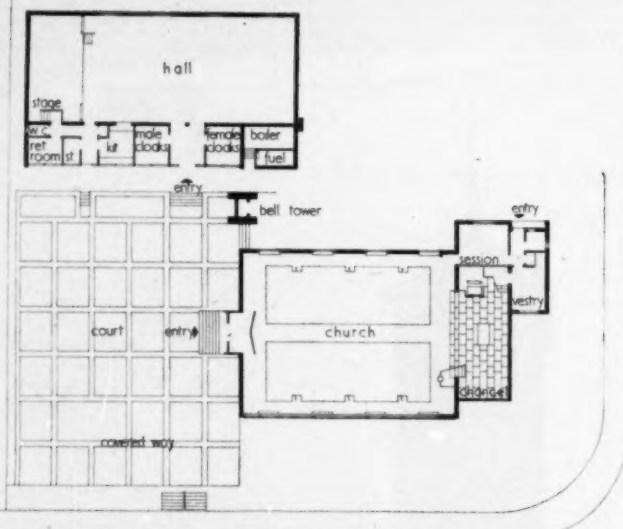


Main view of the church, covered forecourt, church hall and free-standing bell tower

ST. JOHN'S CHURCH, OXGANGS

Architects: ALAN REIACH AND PARTNERS

General Contractors:
JAMES MILLER & PARTNERS LTD.



SCALE: 1 IN = 48 FT oxgangs road north

Interior of the church



THIS church was built during 1957-58 under the Church of Scotland National Church extension scheme. It is situated in a rapidly developing area to the south of Edinburgh and is placed well up on a hill slope which gives it a commanding position in the district.

Planning

The group consists of a church, to seat 400, and a hall with a capacity of 300, the two being unified by a free-standing bell tower. Access from church to hall is by covered-way. The group will be completed by a manse, or church house, at a later date. A forecourt will be planted with a number of trees and flowering shrubs.

Construction

Construction of both hall and church is of brick, rendered externally and fair-faced pointed within. The walls in the church are whitewashed. Portal frames carry the roof, and in the church the ceiling is of cedar lining. Floors in church and hall are "Alamac" and beech strip, respectively. The pews are of cedar and redwood painted. Heating is by oil-fired boilers with convector units.

Cost

The cost of the building was approximately £26,000.



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SYMPOSIUM ADDENDUM

Report on three "Planning Evenings", introduced by Percy Johnson-Marshall, which were held from May 27-29 to follow up the R.I.B.A. Symposium of May 22.

FOLLOWING the one-day symposium on "The Living Town" which was reported last week, the R.I.B.A., held three "Planning Evenings" on detailed aspects of urban renewal. The main symposium had been so extraordinarily successful in producing new ideas that it was perhaps hardly to be expected that these planning evenings would do more than underline a few points and give more people an opportunity to speak.

In practice they did a good deal more than this, and I propose here, after making a few general observations on the meeting themselves, to deal fully with the considerable number of new suggestions which were made, ignoring the inevitable irrelevancies, repetitions, and sheer lunacies which meetings of this kind seem bound to produce.

The first evening on "Communities and Neighbourhoods" with Mrs. Ruth Glass as chairman and Mr. Westergaard and Mr. Brooke-Taylor, the P.R.O. at Hemel Hempstead, as the main speakers, was the least rewarding of the three, largely due to the determination of the sociologists to avoid making any positive statement which could be of the slightest practical use to planners.

The second meeting on "Public and Private Transport" was much better. The chairman was Mr. C. D. Buchanan and the speakers Mr. Churchill, of London Transport, and Mr. Grieg, of the R.A.C. and A.A. In addition Mr. Malcolm MacEwan read a very well thought out analysis of our transport troubles and other speakers made valuable contributions. I propose to condense all these into one connected argument.

The third meeting on "The Big City" was chaired by Professor Gardner-Medwin who suggested a reassessment of the Town Planning Institute's membership and examination syllabus to include a wider range of allied professions. The speakers were Mr. Lane, of the L.C.C., Professor Wise, of the L.S.E., Professor Thyse, on a flying visit from Holland and Miss Elizabeth Denby, who electrified the audience by suggesting that the process of decentralization of population from the East End and other crowded areas, which we had all thought was aimed at securing better living conditions, was in fact an entirely reprehensible thing to do and was "bleeding London to death".

* * *

The main themes of discussion overlapped to some extent from one evening to another. The need for greater co-operation between professions for a great new team effort kept recurring as it did in the main symposium. Many speakers referred to the need for guidance from the sociologists and indeed planners of our generation have always assumed that physical planning should always be based on a full appreciation of the likely effects it would have on the life, health, happiness and social integration of the planned. Mr. Westergaard and Mrs. Ruth Glass, however, seemed determined to prove that there was little or no connection between the two; that people in slums and new neighbourhoods behaved and felt much the same; that the existence of active tenants' associations was no evidence of social integration; that people combine largely for self-interest; that our idea that planning in terms of neighbourhoods and communities "produced delightful social harmony" were sentimental and baseless.

Mr. Brooke-Taylor confirmed this last from his experience at Hemel Hempstead but said that neighbourhoods, planned or unplanned, were bound to evolve in fact, based on convenience of travel to schools and shops. One wonders, however, how long the neighbourhood shopping

centres will survive when nearly every family has its own car and can drive to the main shopping centre with its multiples and supermarkets.

All this sociological debunking was very healthy no doubt, but we were not given anything in its place and were left with grave doubts about the role of sociologists in town-planning. They can surely only be useful partners in so far as they are able and willing to contribute information to the general pool.

We were later reminded by a number of speakers that new neighbourhoods took a generation to settle down and that during this time they were socially immature and subject to "growth characteristics" such as an undue proportion of young people, possibly not too well behaved and a lack of social contacts and local loyalties. At the end of a generation, however, they would have settled down and acquired many of the much-publicised virtues of "a gossip street in the slums".

Another new team mate suggested was the economic geographer and one was produced for our approval in the person of Professor Wise, just back from Japan where he had been staggered by the enormously rapid growth of the towns. He was convinced that the great city was still a dominant theme in human geography, and that all over the world cities were sucking in people from the surrounding countryside.

Modern transport, so far from generally leading to more scattered development, was tending to concentrate it at "transport nodes". The industry and population in south-east England as a whole, including Birmingham, was continuing to grow, even though the population of the centre of London was declining. Any plans which did not take this into account were useless.

Professor Wise is a Birmingham man and Birmingham has always been cited as an example of a town whose prosperity is based not only on its central position but even more on the ease with which its wide range of light industries can communicate with each other. What he was saying in effect was that so far from attempting to split or limit the size of conurbations, we should replan them in the form of what Professor Thyse called "jewels on a necklace". He was referring to the towns of Holland which, by historical accident, have grown up in the form of a wide arc of medium sized towns connected by excellent road and rail links. The problem in Holland he said was to prevent these towns coalescing into one amorphous mass.

The Barlow Report, Professor Wise went on, was now out of date. There have been major changes in the balance of industries, methods of transport and power supplies and a new analysis of the problem was urgently needed on which a national economic plan including industrial location, could be based.

He and other speakers doubted if the concept of regional planning had much meaning in England where the distances were small and all regions closely linked economically. The Glasgow region, however, was a special case and he was glad that the Regional Planning Board had been reconstituted after a long lapse.

Finally he said that our planning should rise to the challenge of a new age with its different demands and opportunities and not attempt to conserve outworn values.

* * *

A subsidiary but related point, made by some speakers, was that the large conurbations such as Glasgow, Birmingham and Manchester should seek to renew themselves as far as possible within their own boundaries. There were large areas of unused or lightly-used land, which if built on would help to make the conurbation a more compact and vital entity. This linked with points made by other speakers that our existing towns should be re-nucleated; the worn-out inner belt renewed; densities raised and local loyalties fostered.

This kind of overall planning of a conurbation depended on a national revision of local government boundaries and Professor Gardner-Medwin hoped, as the main symposium had hoped, that any reorganization of bound-

SYMPOSIUM ADDENDUM

aries would give a sensible framework for planning. He suggested a re-appraisal of the roles of the different professions. Every conurbation should have its team, not only including the usual professions but sociologists, economic geographers, agriculturists, industrialists and in fact every specialist who could make a contribution to the total effort. The team should be led not by an architect, engineer or surveyor but by a person of outstanding ability who was primarily a planner, whether or not he had another profession as well. He would be an inspired coordinator of other people's specialities.

In modern conditions no single person was capable of producing a complex plan unaided. The architect had a very important role to play but he should not claim too much. Professor Gardner-Medwin did not specify what role he thought that the architect should play and indeed this is the crux of the recent controversies. Few thinking persons would deny that architects, in present conditions of professional training, were the best persons to advise on the appearance of objects, whether those objects be buildings, motorways, bridges or whole towns, but it is impossible in practice to divorce appearance from function and architects are not mere decorators applying pleasant faces to objects whose essential shape has been evolved by others. Their role goes far deeper than this. They are organizers of space and movement and have a deep and essential contribution to make at all levels of physical planning. This function they can only carry out on two conditions. Firstly if the general public and other professions recognize that this is the essence of their contribution, and secondly if they themselves, as a profession, realize their professional limitations.

Professor Gardner-Medwin suggested that the Town Planning Institute should open its doors to allied professions. He did not work out this interesting idea in detail but it would obviously involve radical alterations to the examination syllabus and indeed some considerable shift in the whole balance of the profession.

Mr. Lane deplored, as other speakers had done, the gradual run-down in regional planning since the war and suggested that consultants should be employed once more to review the regional plans in the light of present-day circumstances to produce a new framework. These consultants could possibly be linked with the universities. This incidentally would fit in with Professor Matthew's idea of new departments of urban renewal at all universities.

Many new factors had arisen since the regional plans were prepared including the growth of air travel, and the greater number of visitors it was bringing into the heart of great cities like London; the reduction in family sizes; the growth of administrative offices which was now dwarfing industrial employment as a planning factor; the impact of motor transport which could literally destroy the centres of towns; the growth of television and its effect on the entertainment industry; the change of shopping habits which was transforming shopping centres and might lead to great suburban centres as in America; the change in drinking habits; new patterns of rents and the changing balance between the provisions of new houses by local authorities and private agencies.

Changes in transport were making towns like Cambridge into dormitories for London. He suggested a further addition to the planning team—the traffic engineer.

Traffic and all its implications were of course the subject of the second evening and Mr. Buchanan and his team threw a great deal of new light on the problem. The following is a summary of what was either said or implied by the speakers, including those in the audience.

We should see the problem as it is and not be satisfied with expedients or any solution which does not give us a quick, cheap and convenient movement of people and goods combined with a full satisfaction of other human needs such as quietness to concentrate on our work and

play; safety to walk about at our ease, with our lungs breathing pure, fume-free air; and peace to look at the sights of the town without distraction.

The American solution in the massive construction of motor roads combined with low-density towns has already demonstrably failed and the Americans know it. We should be mad to copy such a failure. The solution lay rather in a combination of more efficient public transport and private transport freed by improved roads and regulated in the public interest.

This solution would probably mean among other things:

1. The provision of very extensive parking facilities, particularly at suburban railway stations and at the perimeter of the central areas.
2. Raising by 20ft the inner core of the town in order to provide freedom of traffic movement, parking and access at ground level.
3. Alternatively the ground level could be reserved for pedestrian movement and a complete new basement level constructed for motor traffic. This, however, would involve moving all the underground services in the area affected.
4. Prohibition of goods deliveries during normal working hours. This is already partially in operation in many towns.
5. Restriction of private motoring in the central area to specially-designed highly manoeuvrable minicars.
6. By-passing or under-passing of through road traffic.
7. More tube railways.
8. Extensive one-way road systems.
9. Charging for all parking on roads in the central area by meter or restricting by disc.
10. Widening the network of smaller roads to take into account the fact that most traffic inside a town is local traffic.
11. Design of intersections using more than one level.
12. Subsidy by the Government of all the above measures, as necessary.
13. Staggering of office hours.

It was felt that we should recognize the virtues and failings of private and public transport. The things a private car or delivery van does best are the individual journeys from spot to spot; the "tour-with-halts" of the doctor, commercial traveller or delivery van. The thing a private car does worst is the mass daily transportation of large bodies of people to and from their work.

We should not attempt to pile both kinds of movement on to the roads. If we do so the roads will choke, however much we spend on them and we shall end in a traffic jam looking at our shattered towns and blighted countryside.

reported by GORDON LOGIE

For Action

- ▶ A new Barlow Report is needed. (Professor Wise)
Action by the Minister of Housing and Local Government
- ▶ Cities should seek to renew themselves as far as possible within their own boundaries. (Several speakers)
Action by Local Authorities
- ▶ The planning profession should open its doors to a wider field of professions. (Professor Gardner-Medwin)
Action by the Town Planning Institute
- ▶ Consultants should be employed again to review regional plans. (Mr. Lane)
Action by the Ministry of Housing and Local Government
- ▶ Building Societies should lend on rehabilitated properties. (Mr. Lane)
Action by the Building Societies
- ▶ The problem of transport should be reviewed afresh and in the widest context. (Mr. Buchanan)
Action by the Minister of Transport



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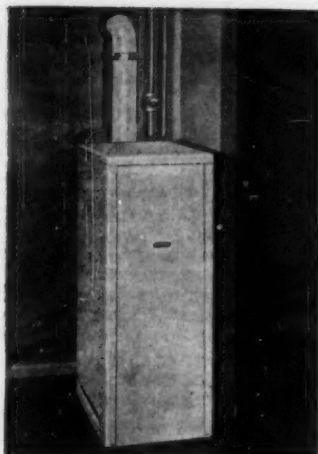
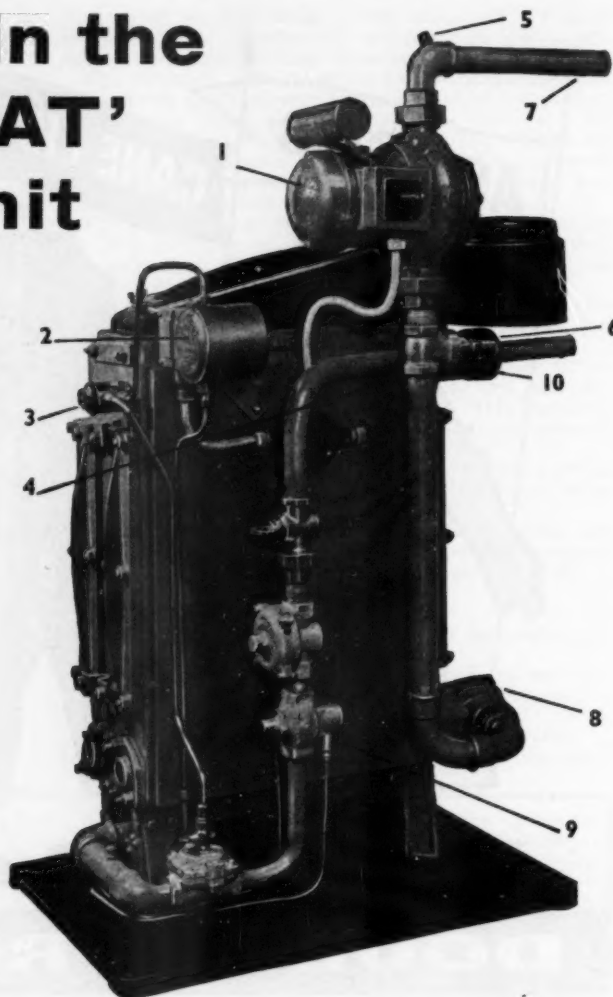
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EXTERIOR CLEANING OF BUILDINGS

The case for a permanent installation

by G. A. CLOUGH

LARGE buildings, with their increasing use of glass and coloured building materials, particularly when situated in towns with a dirty atmosphere, necessitate more regular cleaning if they are to retain their efficiency and to continue to express the aesthetic vision of the architect.

It is suggested that the means whereby such cleaning and maintenance of the face of the building can be easily and regularly practised should be made part of the permanent "fixed" equipment of the building and that this should be considered during the earliest conception of the building.

Attempts have been made to provide a partial solution to this problem by designing windows which can be cleaned from inside, but this is expensive in a large building and undesirable in an air-conditioned one and in any case can only apply to a part of the total face surface of the building. In some cases eyebolts have been fastened to the mullions, to which window cleaners, emerging from the opening windows, can anchor themselves. Modern conditions would seem to suggest that something better than this is required, particularly when the walls are simply screens of glass providing no adequate footing.

Permanent installations eliminate the need for scaffolding for anything but the largest building repairs and if installed early enough might even be used during the final glazing and painting operations on the building. They must be designed and manufactured to higher standards than the temporary facilities used during cleaning operations on large buildings and frequently seen in use in London. In general, permanent installations will require to satisfy the requirements of the Building (Safety and Welfare) Regulations, 1948, together with the recent amendments of September, 1958.

Previous Installations

The Monorail

Permanent installations are not new, many buildings have been equipped, as in the one shown in Fig. 1, with a monorail fastened round the top of the building. On the monorail travels a two point hoist unit usually capable of being travelled by means of a hand chain, operated by men standing in a cradle suspended from the hoist unit. A typical cradle unit as shown in Fig. 2. The monorail can be made to turn into the building through a door which can be designed to look like part of the fenestration, so that the unit can

be parked *out of sight* when not in use. Such an installation is quite suitable for small buildings and for industrial buildings out of the public view. The disadvantages are that it may be inconvenient for powered operation on high buildings and that the rail is usually visible, although it can be partly hidden if the architect can provide a small canopy at roof level to the underside of which the rail can be attached. The type of unit also uses some part of the interior of the building—or it must be left outside.

New Installations

The Travelling Jib Crane

Well-designed buildings are increasingly recognized as one of the best, and certainly the most tasteful, forms of advertisement for their owners and consequently the emphasis is nowadays on the aesthetic effect of the building. Whatever detracts from this effect must be carefully studied and, if economically justified, eliminated.

The case for a permanent installation has already been stated and it is only a step further to showing how such an installation can be designed without the offending monorail and enabling the cradle and hoist unit to be parked completely *out of sight* when not in use, thus giving the architect complete freedom in designing the roof line and window arrangement. Furthermore, such an installation can make use of the roof area, which might otherwise be used, and also can be made to serve a system of interconnected buildings, thereby ensuring maximum utilization of the hoisting and travelling unit. These features can best be made clear by describing a typical installation supplied to the Leeds Educational Authority for use on Leeds Technical College, a general view of which is seen in Fig. 3. The unit, although it is capable of performing all the functions it was designed for, already points the way to further improvements.

The unit is basically a fixed-radius jib crane, capable of being slewed in either direction, from which the cradle in which the cleaners stand is lowered in front of the building. The crane runs on rails welded to rolled steel joists secured to concrete plinths at approximately 10ft to 15ft centres on the roof. The joists are secured in such a way as to permit adjustment in the straightness of the rails during erection and special care is necessary to ensure that the roof is made waterproof around the bolt fixings. Fixing the joists to plinths



Fig. 1

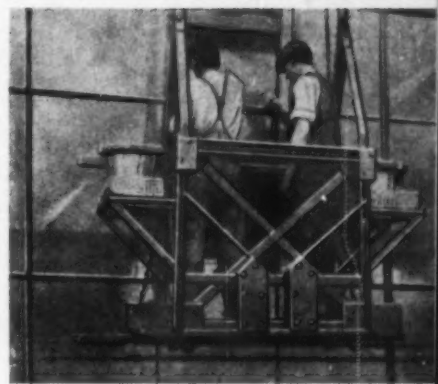


Fig. 2



Fig. 3

THE EXTERIOR CLEANING OF BUILDINGS

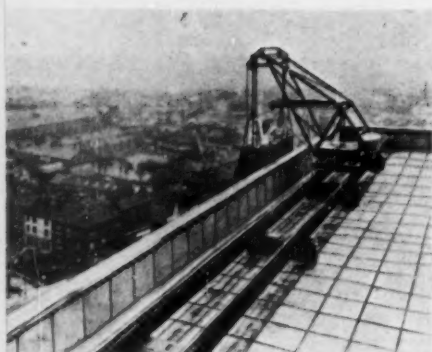


Fig. 4



Fig. 5

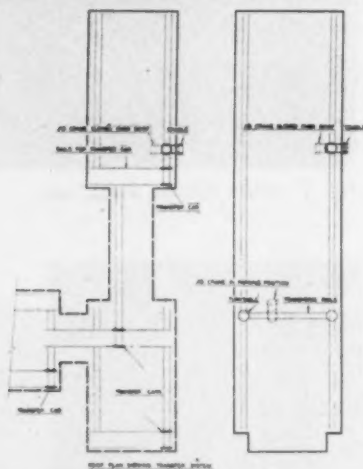
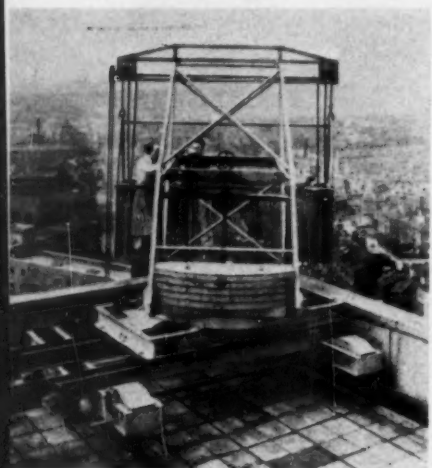
Left,
Fig. 6a
and 6b

Fig. 7

simplifies rail levelling problems, allows the construction of the roof to be carried nearer to completion before the installation of the rails commences and permits an easier solution of drainage problems on near-flat roofs. The rails and a further view of the crane are shown in Fig. 4.

The jib crane can travel along the rails, it can slew to allow the operators to get into and out of the cradle on the safety of the roof and the cradle can be lowered to and hoisted from ground level. All these motions can be operated from the cradle so that no extra men are required on the roof and the men in the cradle gain extra confidence from the knowledge that they are in complete command of the unit.

The travelling and slewing motions of the crane are fitted with Castell locks, the keys of which are retained by the cleaners so that the crane cannot be moved without their knowledge. The same locking system is used to prevent unauthorized persons from tampering with the crane when not in use. Perhaps a wise precaution at a centre of higher education!

The cleaners stand in the substantial cradle seen in Fig. 5—a far cry from the Heath-Robinson contraptions of wood and conduit used during the cleaning operations on most buildings—and in the case of the installation shown, adjustable steadies were provided on the cradle to engage the vertical I beams conveniently situated in the face of the building, to eliminate any cradle swing due to wind or to the working movement of the cleaners. Such steadies, whether in the form of guides or a cushioned buffer attached to the lower front of the cradle, would seem to be desirable on high buildings—the installation shown was 140ft from the ground to parapet level.

Eventually a water hose reel will be fastened to the side of the cradle and the upper end of the hose will be plugged into bayonet cocks near parapet level, to provide a continuous supply of clean water and obviate the clumsy and primitive bucket. The actual methods of cleaning are still being studied, but obviously something quicker than the chamois leather is necessary for the large glass surfaces which have to be cleaned.

The plan view of the roof for the installation illustrated in Fig. 4 is shown in Fig. 6a. The same unit serves both sides, and, if necessary, both ends of the building and is transported across the end of the building by means of the transfer car, shown in Fig. 7, which also shows the crane being slewed. The transfer car is manually travelled across the roof. The dotted parts in Fig. 6a show future building extensions and

indicate how repeated use of the transfer car rail arrangement will permit one crane to serve the whole building system.

A different scheme is shown in Fig. 6b. In this case it has been more convenient to use a turntable to turn the unit through 90 deg so that it can be moved along the transverse rails either for parking out of sight or for transfer to the opposite face of the building. Latches or baffles are provided on the transfer car and the turntables to prevent the crane from being travelled unless the car or turntable is in the correct position. Even if a turntable is used it is still considered desirable to provide a slewing motion on the crane so that the cradle can be slewed over the roof at any position independently of the turntable.

Although the crane is counter-weighted to ensure the necessary margin of stability when handling its working load, safety hooks, which engage with the rail joists, are also fitted to both the crane and the transfer car to eliminate all possibility of the crane being overturned.

The installation shown in Figs. 3 and 4 was manually operated in all motions but future installations will certainly have power-operated hoisting motions to reduce the hoisting effort required on high buildings. Many of the parts used in the construction of the crane are identical with those regularly used in the maker's crane building business.

Conclusion

Many more similar installations will be seen in the future and all those concerned with building design and maintenance should consider the many advantages resulting from the provision of such cranes. If the crane designer is not to be too restricted it is necessary that the architect should consider whether such an installation will be required when fixing the roof positions of lift shafts, parapet walls, roofs, houses, chimneys and ventilators. The advantages of being able to steady the cradle on the face of the building suggest a more careful study of mullion design by the architect.

Besides helping the crane maker, an early decision as to the necessity for permanent facilities for the exterior cleaning of the building should enable an order for such a crane to be placed in time to permit its use during the final stages in the construction of the building, thus regaining some part of the cost.

Like all new developments it creates some new problems and these are more easily and satisfactorily solved if considered before the final roof design is completed, in association with companies having experience in the manufacture and installation of similar units.



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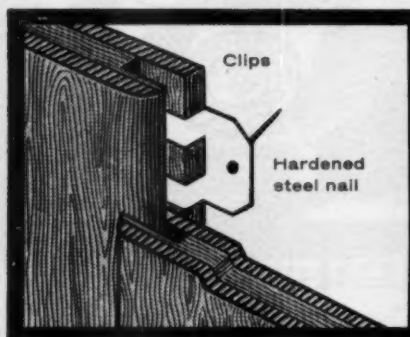
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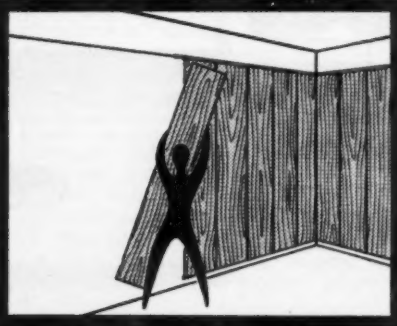
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Industrial Notes

● The Fire Protection Association has just published an up-to-date List of Members, which contains about 1,000 more names than the one published in 1953. At the same time the Association has revised its List of Publications. Both can be obtained from the F.P.A. at 31/45 Gresham Street, London, E.C.2, the former at a cost of 4s and the latter free.

● Stanley Works (G.B.) Ltd. are arranging for their Pull-Push flexible steel pocket rules and a number of other small handy tools to be available to business firms for distribution as Christmas gifts. The rules can be supplied with the donor's name imprinted in two or three colours on the side of the case. Details of the scheme can be obtained from the company at Rutland Road, Sheffield (telephone: Sheffield 27424).

● Mr. C. Kenneth Horne, the well-known radio and television personality, has been appointed to the board of directors of Ronuk Ltd. Mr. Horne's special interest will be particularly in marketing.

● Mr. A. W. Cheyne, who is a director of Taylor Woodrow (Overseas) Ltd., has been appointed a director of Taylor Woodrow (West Africa) Ltd. He is the director in

charge of the £2½ million project for the reconstruction of Nandi Airport, Fiji, for the New Zealand Government Ministry of Works.

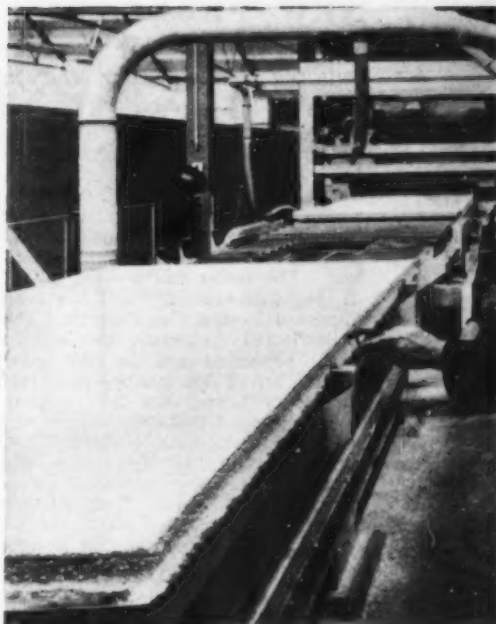
● We regret to record the death of Mr. J. W. Gosheron, the founder, chairman and managing director of John Gosheron & Co. Ltd. He died whilst on holiday in Spain.

● Rocol Ltd., manufacturers of molybdenum disulphide and other specialized lubricants, have moved to General Buildings, Aldwych, London, W.C.2 (telephone: Holborn 1985).

● Thames Plywood Manufacturers Ltd., of Barking, Essex, who last year introduced hollow skirting and architrave for concealed wiring and piping, can now give delivery of these products within seven days. The skirting is available in eight foot lengths and four standard sizes and the architrave in one size and seven foot lengths.

● Bovis Holdings Ltd. show a group net profit, after deducting taxation, for the year 1958, of £96,405, compared with the 1957 result of £71,106. Dividends proposed on the ordinary stock are 10½ per cent, with a tax free capital distribution of 2½ per cent and a jubilee year tax free capital distribution of 3 per cent.

Lord Kindersley, C.B.E., M.C., Chairman of the British Match Corporation, starting the new £250,000 woodchip board plant at the opening ceremony held at the Weybridge works of the Aircrow Company & Jicwood Ltd., on May 28. On his left is Sir Anthony Elkin, chairman of the Weybridge company. Illustration (top, right) shows the layer construction of a mattress, just formed in the spreader, being inspected before it journeys along the line for its initial cold press. The new plant operates on a continuous 24-hour system, five days a week and produces 20 million sq ft of Weyroc per year, an increase of 7 million sq ft on the previous plant



● The directors of British Plaster Board (Holdings) Ltd. have declared a semi-annual dividend of 3½ per cent actual, less tax, on the company's 7 per cent cumulative preference shares of £1 each. The dividend is payable on June 30, 1959. Mr. D. L. Walker, C.B.E., has been appointed a director of the company.

● Plyglass Ltd. have now opened a northern office and showroom at 8 Eldon Terrace, Leeds, 2, Yorks (telephone: Leeds 2-5792). Mrs. Freda Musgrave is the office manager and Mr. W. J. King has joined the company as technical representative for the north of England. The office will be under the personal supervision of the sales director, Mr. Charles Steel.

● Mr. C. M. Bussy has been appointed a director of the Bartrev Board Co. Ltd. Mr. I. L. Carr has joined the company as sales director and Mr. P. A. Stocken has been appointed sales manager in place of Mr. P. Blanchard-Cole, who has left the service of the company.

● Ferodo Ltd. have appointed Mr. J. D. Millner as their manager in the Irish Republic, with offices in Dublin. He has been succeeded as North London manager by Mr. W. H. Wyse whose place as Sheffield manager has been filled by Mr. A. Chatterton. Mr. J. W. G. Lee has returned to the head office in Chapel-en-le-Frith.

CORRECTION

The London address of Stuart's Granolithic Co. Ltd. is 14 College Road, Harrow, Middlesex (telephone: Harrow 6161/2) and not 105 Baker Street, W.1, as stated in their advertisement on page 32 of A. & B.N., April 29, 1959.

NEW PRODUCTS

In this feature are reviewed new lines introduced to the building industry for the first time and additions or improvements to existing ones. Any advantages claimed for a product are from information supplied by the manufacturer

Gas Fired Boiler

The Vulcan No. 1 gas fired boiler, which is suitable for the supply of domestic hot water and central heating, has been considerably modified. The boiler has a rated output of 33,000 B.Th.U./hr. and has been approved by the Gas Council. The boiler is fully automatic with easy to reach, concealed controls. All boiler sections are of cast iron and fuel tank, bunker or hopper are not required. It is estimated that the Vulcan will raise 33 galls. of water 100 deg. F/hr., i.e., sufficient for three hot baths and other domestic requirements. Alternatively it will heat four or five radiators and a towel rail. On an indirect system, both central heating and domestic hot water can easily be obtained. For safety purposes, a magnetic flame failure device is fitted. Maximum permissible head of water is 60ft. Standard finishes: white, cream and eau-de-nil (other colours to order). Overall dimensions: 2ft 3½in high by 1ft 8in deep by 1ft 6½in wide. Weight: 2½cwts. Price: £43.

Hattersley Bros. Ltd., Swinton, Mexborough, Yorkshire.

Readers' Information Service, Ref. A. Date 17/6/59.

★

New Style Office Furniture (B)

This manufacturer, by introducing the Park Lane suite of office furniture, has completely broken away from the traditional design of steel furniture. The new suite is intended for use by executives but it is, we hope, only the forerunner of a complete new range for all grades of office workers. The Park Lane suite consists of three units, desk, Credenza unit and table. The desk has steel pedestals grained mahogany and cream drawers with gold colour anodized handles and an

anodized grille between the pedestals. The layout of the drawers can be varied to suit individual preference and filing systems can be incorporated. There is no limit to the choice of colour or colour combinations and the desk is available with either short legs beneath the pedestals or with full length legs on the outside. The overhanging top may be 5ft, 6ft or 7ft long by 2ft 10in deep by 1½in thick. Pedestals are 2ft 2in deep with drawers of foolscap width. The Credenza unit is best described as a sideboard of bookcase and companion units, complementary to the desk, as is the table. Like the desk, these two units have alternative sized tops. All three pieces of furniture which form the Park Lane suite are 30½in high but can be obtained 29in high if desired. Illustrations show: (left) the Park Lane conference table with Credenza unit in the background and (right) the desk with full length exterior legs. The suite, designed by the company's own design and development division, costs approximately £250.

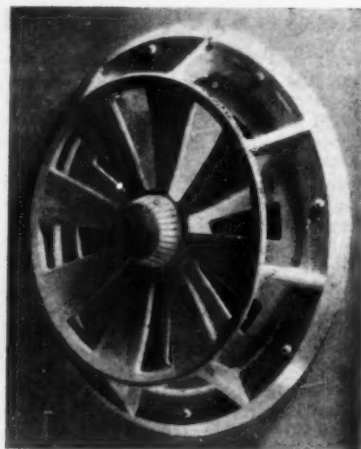
Sankey-Sheldon Ltd., 46 Cannon Street, London, E.C.4. City 4477.

Readers' Information Service, Ref. B. Date 17/6/59.

★

Draughtless Air Distributor (C)

A new ceiling-mounted draughtless air distributor has been developed by this company for use in air conditioning and heating and ventilating systems. It is claimed that the Coronet, as the new product is called, will prevent air spreading over the ceiling to cause the familiar dirt ring, and ensures that the incoming air is thoroughly mixed with the room air. The Coronet consists basically of two radially apertured plates, one above the other, with the lower plate pre-



C

sented a convex surface upwards. The apertures in the plates are out of register with one another to ensure that most of the air is discharged over the upper surface of the lower plate, although the apertures play an important part in spreading the stream and aspirating room air. The top plate can be rotated so that a wide choice of diffusion patterns is available, ranging from maximum diffusion to a single downward jet. It is stated that laboratory tests and field trials have shown that even with the air output increased 25 per cent above normal rating, and with the incoming air at 20 deg.F. below the temperature of the room air, no draughts were felt, even two feet away from the terminal. The distributor is made in a number of sizes for various types of controls.

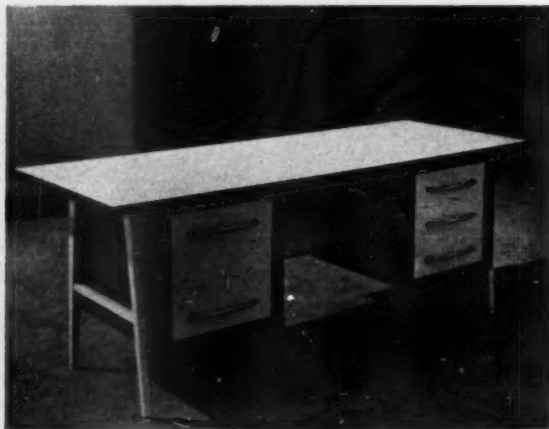
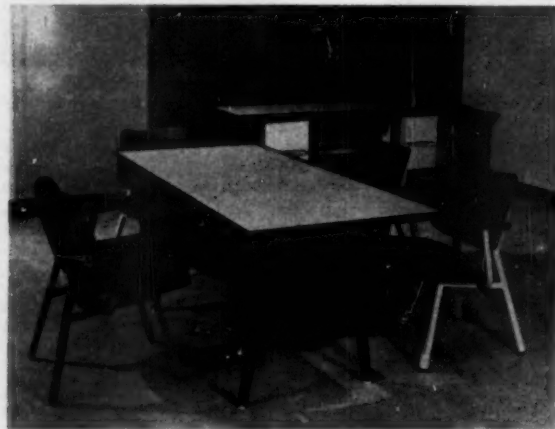
Thermotank Ltd., Helen Street, Glasgow.

Readers' Information Service, Ref. C. Date 17/6/59.

★

Air Extraction Fan (D)

A new version of the Wafter fan unit has been produced which can be used for air extraction and the prevention of condensation in bathrooms, lavatories, kitchens, larders and many other confined spaces. The new

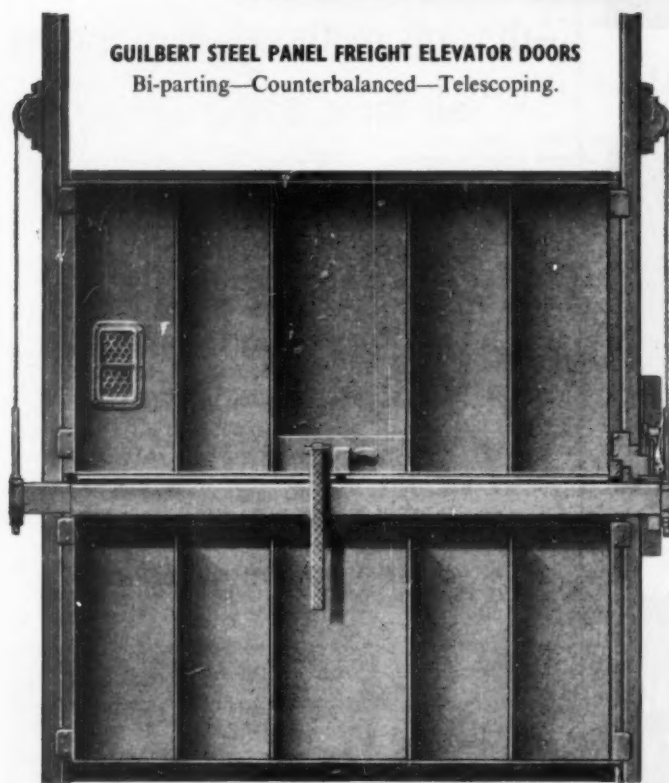


B

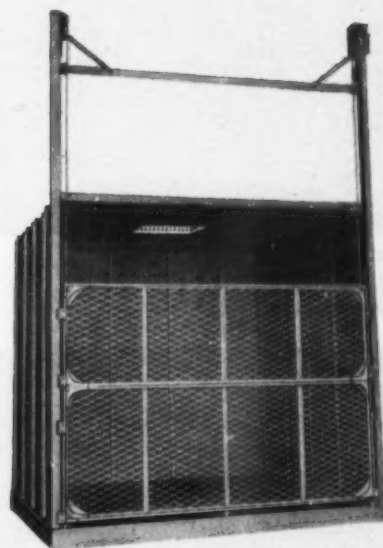
Guilbert PRODUCTS

MANUFACTURED IN ENGLAND

by **SAGE**



GUILBERT STEEL PANEL FREIGHT ELEVATOR DOORS
Bi-parting—Counterbalanced—Telescoping.



Above is shown
an example of
**GUILBERT ALL
STEEL SLIDE-UP
GATES**
for entrances to
freight elevators.



On the right
may be seen a
**GUILBERT
ALL-STEEL DUMB-
WAITER DOOR**

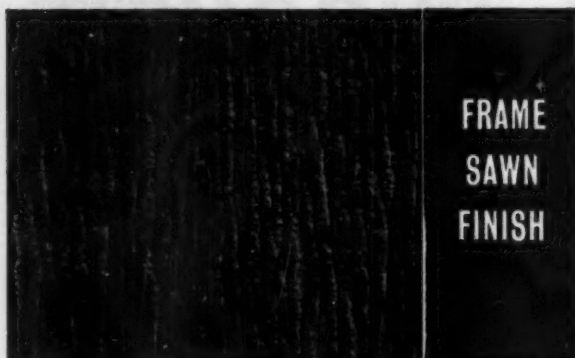
- For years Sage products have stood for highest quality and this
- standard is maintained in their production of the
- Guilbert-type Doors and Gates.
- Choice may be made with confidence from a wide range of
- different types of car and hatch gates, manual or power-operated,
- as well as other products such as steel panel freight elevator
- doors, dumbwaiter doors, door operators and cabs.
- A trained staff is at your disposal to guide and assist and to
- answer your specific enquiries or make helpful suggestions.

*Illustrated Catalogues giving
technical details of construc-
tion, etc., of Guilbert Doors
and Gates sent free on request*

All Guilbert standardised elevator equipment is manufactured exclusively in England by SAGE

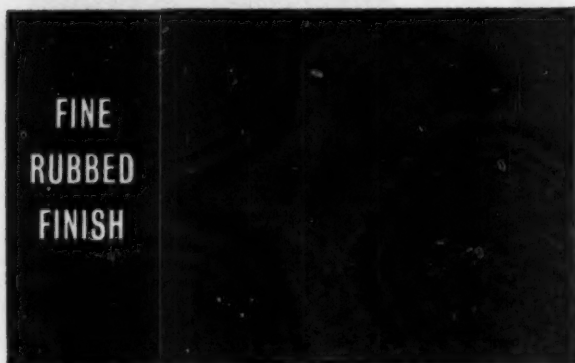
Head Office : FREDK. SAGE & CO. LTD. • HOLBORN HALL • GRAY'S INN RD. • LONDON WC1 • Phone : HOLBORN 7822

Lasting beauty



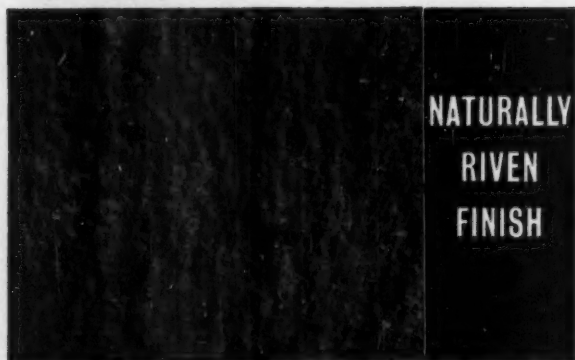
FRAME
SAWN
FINISH

in Broughton Moor



FINE
RUBBED
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Green Slate



NATURALLY
RIVEN
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Technical pamphlets showing typical methods of fixing are available on application:

1. Flooring
2. Facings.
3. Coping.
4. Cills
5. Riven Face Slabs.

In three distinct colours :
Light Sea Green,
Olive Green and
Pale Green Barred

Broughton Moor

GREEN SLATE QUARRIES LTD.

CONISTON, THE LAKE DISTRICT, LANCs. Tel: CONISTON 225/6

LOW COST ROOF INSULATION

is provided by

'SEEL'

—the only method incorporating
all these advantages:

- * SPRAY APPLIED
- * FIRE PROTECTION
- * CONDENSATION CONTROL
- * HIGH THERMAL EFFICIENCY
- * SOUND ABSORPTION
- * DUST EXCLUSION
- * CORROSION PREVENTION

In addition all materials used in 'SEEL' linings are completely incombustible. Being sprayed, it is intimately shaped to the contour of the roof surface, eliminating air spaces.

Enquiries to:

CHANCERY INSULATIONS LTD.

93/94 Chancery Lane, London, W.C.2

TELEPHONE: CHANCERY 7575

Also 'SEEL' Sprayed Asbestos for:

BOILERS · DUCTS · TRUNKING · STORAGE TANKS · ETC.

NEW PRODUCTS (continued)

Wafters will, it is claimed, move 50 c.f.m. of air under free intake and discharge conditions, i.e., sufficient to change the air in the average bathroom once every five or six minutes, or in a larger every one or two minutes. The unit has a moulded glass fibre impeller and is attached to walls and other surfaces by a six point fixing which is located in the shaped cowl that encloses the impeller. For control purposes a conventional switch mechanism is satisfactory, but in lavatories, where air extraction is for short periods only, a delay mechanism can be fitted



D

for more economical control. The 2,750 r.p.m. motor runs silently and has a power consumption of only 12W.

Plannair Ltd., Windfield House, Epsom Road, Leatherhead, Surrey. Leatherhead 4091.

Readers' Information Service, Ref. D. Date 17/6/59.

★

New Perstorp Designs

Three new designs have been added to the range of Swedish Perstorp

plastic laminate. These are: (1) Light Oak—pp. 131—a wood grain with many uses, particularly where surfaces must stand up to hard wear whilst matching the natural grain of the real timber; (2) Swedish Pine—pp. 121—another wood grain, but with a lightness of colour and graining which is typically Scandinavian. It is suitable for the surfacing of contemporary furniture; (3) Tracery—pp. 221/229—a delicate line pattern which acts as a relief to the basic colour, without impairing its clarity and freshness. It is available in six shades. These new patterns, like all the others in the Swedish Perstorp range, retail at 5s 9d per sq ft, cut to any size.

Perstorp Products Ltd., 157-159 High Street, Orpington, Kent.

Readers' Information Service, Ref. E. Date 17/6/59.

★

Reinforced Concrete Bar Bender (F)

The latest addition to the Staffa range of pipe bending machines is a small, compact and transportable semi-automatic bar bender for the cold bending of black m.s. bars up to 1½ in dia. The machine can also be arranged for multiple bending of smaller rods. The frame is of steel and all gearing is machine cut. Ball races are used in all bearing housings, except the main spindle which has heavy bronze bushes more suited for side thrust. A three-way control handle is fitted for the forward, neutral and reverse positions, and the rotating roller attached to the plate is controlled for angle of bend by means of a pin which can be placed in any of the holes provided. Three-speed pulleys are used to obtain maximum bending speed and a magnetic brake is fitted to prevent overrun. The unit is powered by a 3 h.p. drip-proof motor on an adjustable tensioning table and



F

fitted with an isolator switch suitable for an electrical supply of 440 V, 3 phase, 50 cycles. Interchangeable steel formers are provided for bending reinforced concrete bars from ½ in to 1½ in dia. to standard radii. These formers are housed in a locker incorporated in the pedestal. Price: £486.

Chamberlain Industries Ltd., Staffa Works, Staffa Road, London, E.10. Leytonstone 3678.

Readers' Information Service, Ref. F. Date 17/6/59.

★

Car Wheel Mats (G)

Two special designs of Car-Shu wheel mats have been produced for heavy and extra heavy duty. The mats are for use by drivers whose vehicles are either stuck in mud and wet or soft sand, or when slithering on grass and snow. A mat should be placed under each of the driving wheels so that the vehicle can be driven off to safe ground. The two new types are of the same design as the lighter models, but are stronger and heavier in construction. The heavy duty model will accommodate transport vehicles of up to 4 tons, fitted with twin rear wheels and the extra heavy duty model is suitable for all vehicles above that rating. The mats are made from a panel of strong expanded metal mesh, tapering slightly along the length. The mesh has graduations of raised parts to ensure maximum tyre grip and is framed in a "U" shape section. The whole panel is slightly curved along its width to simplify the placing of the shoe in position. Mats are hot dip galvanized as protection against corrosion. Dimensions: 4ft long by 20in tapering to 18in wide. Price per pair: 89s 6d (heavy duty) and 129s 6d (extra heavy duty). Nylon ropes for recovery of the mats cost 7s 6d per pair.

Car-Shu Ltd., Broadstone Hall Road South, Reddish, Stockport, Cheshire. Stockport 3041.

Readers' Information Service, Ref. G. Date 17/6/59.



G

NEW PRODUCTS (continued)

New Oil Heater (H)

This company is now producing a portable, lightweight oil space heater known as the Slimline. It has a heat output of 2½ to 3kW (10,000 B.Th.U.) and will run for 18 to 20 hours continuously on one gallon of fuel. It is stated to be particularly suitable for use in limited spaces and has a slight lean-back to give an all-round heat output which is intensified by a panoramic back reflector. The appliance is fitted with a regulator which enables the heat to be adjusted through a wide range of temperatures. The company offers a nation-wide after-sales service.



Height: 18½ in. Weight: 16lb. Price (including purchase tax): £11 12s 6d. Tallent (Aycliffe) Ltd., 3 Mill Street, London, W.1. Kensington 4577. Readers' Information Service, Ref. H. Date 17/6/59.

New Electric Kettle (I)

The new Hi-Speed 2.3 kW electric kettle is claimed to be the fastest boiling kettle yet produced. It will boil one pint of water in 1 min. 52 sec. and 3 pints in 4 min 46 sec. I have personally experimented with the kettle and proved these figures to be correct. The sheathed wire element is designed for a high electrical loading with a small thermal mass for rapid heat transfer. Fast expansion and contraction on heating and cooling is stated to reduce the formation of scale and allows the element to be set low in the kettle so that only 0.9 pint of water will cover it. There is an automatic self-resetting cut-out device, enclosed within the terminal body, which operates if the kettle is switched on when empty or allowed to boil dry. This device is fast acting and does not eject the live connector. The cut-out continues to operate until the kettle is refilled or the supply is switched off. It is automatically reset as the kettle cools. The Hi-Speed has a copper body which is nickel plated internally, with highly polished chromium plate on nickel externally.

The moulded easy-grip handle (red or black in colour) is insulated both electrically and from heat. The lid, which is vented for steam, stays in position whilst emptying, and non-scratch insulated feet are fitted to the base of the kettle. Voltage ranges: 200/220, 220/230 and 230/250. Alternative loadings of 1.5 and 1kW are available in the same voltage ranges. The 1kW loading can be obtained in a 110/120 voltage range. Prices (tax paid): 2.3kW—£4 18s 6d; 1½ and 1kW—£4 16s 6d.

A.E.I.—Hotpoint Ltd., 33 Grosvenor Place, London, S.W.1. Belgravia 7011.

Readers' Information Service, Ref. I. Date 17/6/59.

P.V.C. Louvred Grilles (J)

This company is now manufacturing louvred grilles from P.V.C. The grilles have been developed for use on air intakes into buildings in those industrial areas where the pollution of the atmosphere normally causes deterioration of metal or wooden grilles. They are non-corrosive and have the further advantage of not requiring painting so that they can be used in places where they would be almost inaccessible for normal maintenance and painting. They can be fitted into normal brickwork in the same way as a window would be fitted. Usual size is 30 in by 20 in, but the grilles can be produced to any required dimensions.

ManMil Plastics Ltd., Castle Street, Stalybridge, Cheshire. Stalybridge 2883.

Readers' Information Service, Ref. J. Date 17/6/59.

Acoustic Tile Adhesive

A new adhesive has been developed for the bonding of acoustic tiles and insulating board to plaster, wood or cement rendered surfaces. The adhesive, No. S849, is a solvent based, viscous black cement which is applied to the tile, holding it suspended with an air space between it and the ceiling, thus adding to its acoustic properties. Prices are obtainable from the makers.

Dunlop Rubber Co. Ltd., Compositions Division, Chester Road, Birmingham.

Readers' Information Service, Ref. K. Date 17/6/59.

Built-in Food Mixer (L)

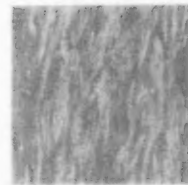
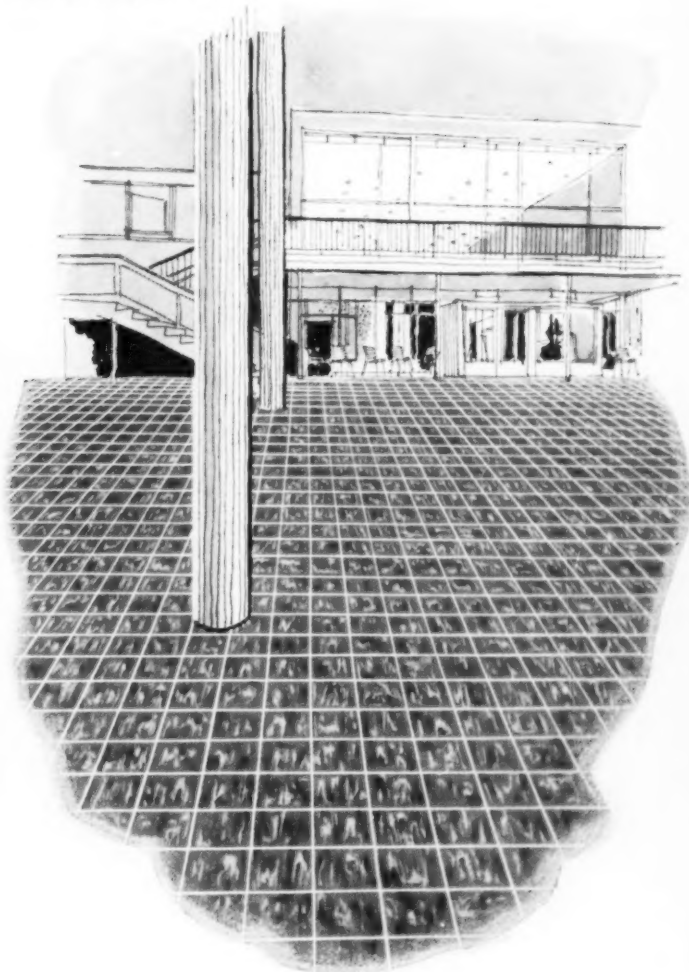
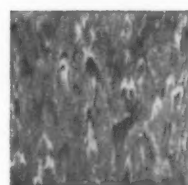
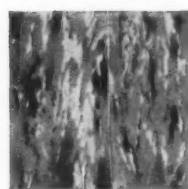
The new Kenwood worktop food mixer can be built into any existing kitchen fitment or worktop. It can be installed by anyone, simply by cutting an aperture in the top of a cabinet or table and dropping in the base panel and motor. The mixer gives a similar performance to the Chef mixer and is capable of mixing, beating, whisking and kneading. It operates on 400 watts (200/250V) and



is made for A.C./D.C. mains. The casing containing motor and control unit is let into the worktop so that when not in use the surface of the worktop is flush. High and low speed power outlets are concealed by an inset panel, together with control knob for maintaining a high torque at low mixing speeds. The mixer can be released from the surface when not required by pulling a small lever. The new mixer takes all the additional attachments which the Chef model takes. Base panel: 15½ in by 10 in. Finish: white or cream with motor housing and mounting plate in aluminium and stainless steel.

Kenwood Manufacturing Co. Ltd., Old Woking, Surrey. Woking 3571. Readers' Information Service, Ref. L. Date 17/6/59.





A choice that is never regretted



When people walk on a rubber floor, they move more confidently, with greater freedom and relaxation.

Because of its safety, silence and warmth, rubber is unrivalled from the human aspect; because of its long life and ease of maintenance, rubber is the administrator's first choice.

For rubber flooring *par excellence* the name to conjure with is Runnymede. Runnymede is rubber at its very best.

RUNNYMEDE

RUBBER FLOORING

RUNNYMEDE RUBBER COMPANY LIMITED, 6 OLD BAILEY, LONDON, E.C.4 — CITY 2471

Question of bath room?



ALLIED *Vogue* answers it beautifully

The Allied Vogue is more than just a good-looking bath. It's well-made, well-finished and comparatively inexpensive. Vogue's good looks stem from the care and skill of Allied designers—whose concern with comfort and safety shows in Vogue's flat interior base; Vogue's strength, permanence and durability are due to its cast-iron construction; the gleaming vitreous enamelled finish is exclusive to Allied; and the Vogue can be fitted into every bathroom quite economically . . . with the certainty



that its final users will applaud your choice.

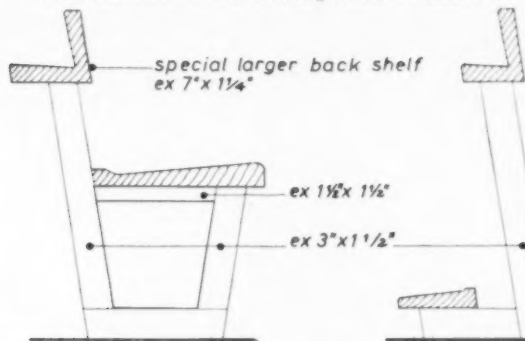
Obtainable in the colour-scheme shade you want, the Vogue is both beautiful and budgetable. Please write for literature.

Allied Ironfounders Ltd.
Baths Division, Greenford, Middx.



ALLIED

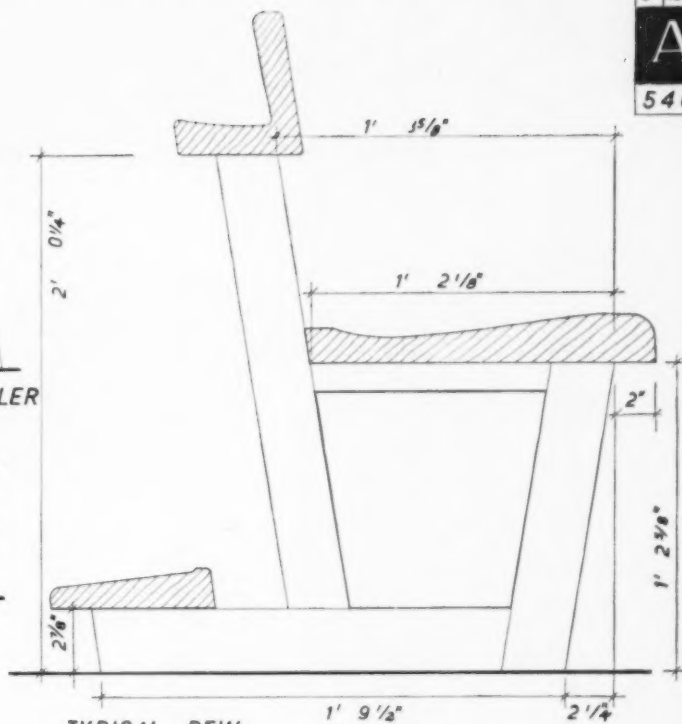
for beauty



BACK PEW. 3/4" - 1' 0". FRONT SHELF & KNEELER



ELEVATION OF ONE PEW
1/4" - 1' 0"



TYPICAL PEW
3/4" - 1' 0"

SHELF AND BACKREST

ex 7" x 1 1/4" agba

screwed and pelleted

ex 5" x 1 1/4" agba

1/2 F.S. DETAILS



main frame of 3" x 1 1/2" afrormosia.
corners chamfered to give 1/8" face of chamfer

ex 8" x 2" agba

screwed and pelleted

KNEELER
1/2 F.S.

2"

3 3/8"

ex 5 1/2" x 1 1/4" agba

ex 6" x 2" agba

ex 6" x 2 1/2" agba

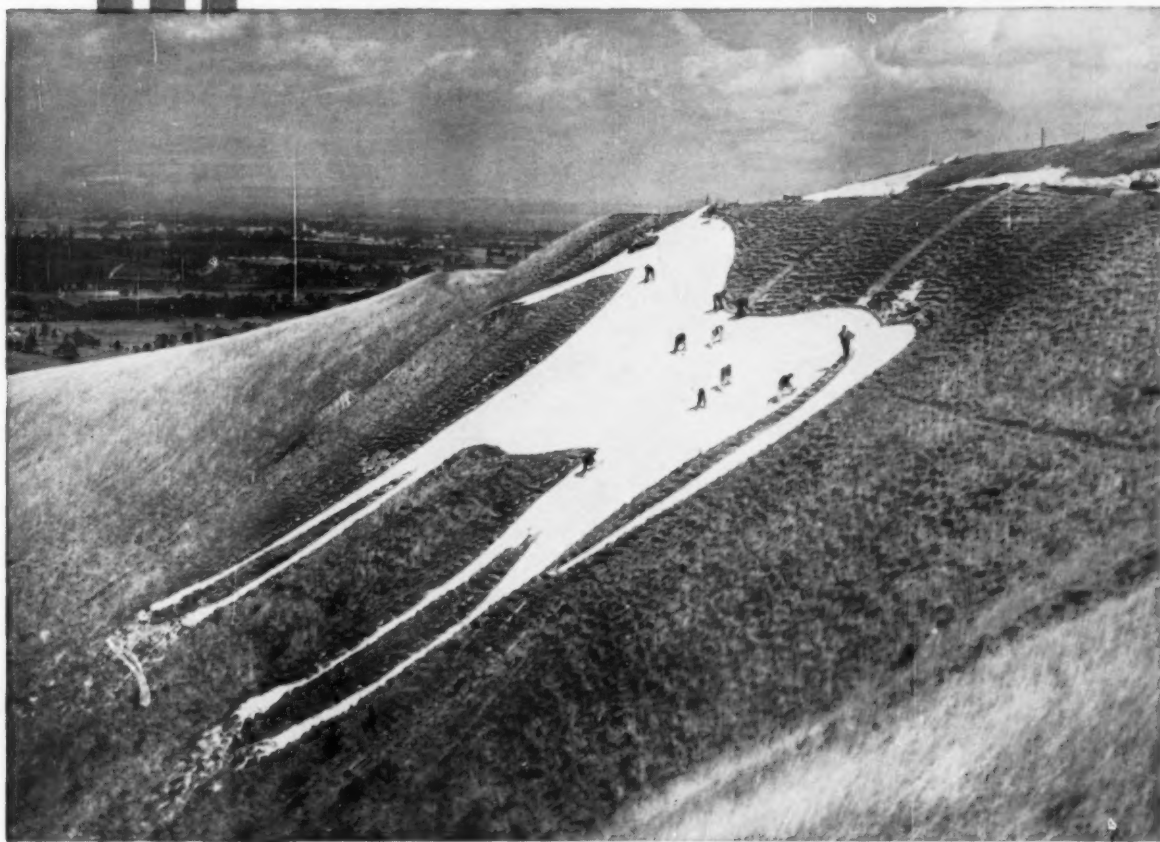
SEAT 1/4 F.S.



The pews in this church at Ecclesfield, Sheffield, are made up of frames in afrormosia with the backrests, kneelers and seats in agba. The lectern, reredos and communion rail are in afrormosia and black wrought iron. The ceiling is exposed woodwool roof decking on a tubular steel lattice shell roof painted blue. The architects are Basil Spence and Partners

PEWS, CHURCH, SHEFFIELD

The White Horse of Westbury*



* When the Ministry of Works recently decided to re-surface the famous White Horse of Westbury, Tunnel White Portland Cement was used. This monument, which commemorates the victory of Alfred the Great over the Danes at Ethandune in the year 878, is now permanently white. The periodic re-cutting of the chalk is no longer necessary.

For full particulars of Tunnel White Portland Cement and our wide range of Coloured Cements please write to our head office.



A TUNNEL PRODUCT

TUNNEL WHITE CEMENT

THE TUNNEL PORTLAND CEMENT COMPANY LTD. 105 Piccadilly, London, W.1. GROsvenor 4100



Hot air balloon 1864: Eugene Godard Hulton Picture Library

WHAT GOES UP ... MUST COME DOWN!

that is why so many lighting installations incorporate L.E.F. Raising and Lowering Gear

L.E.F. Raising and Lowering gear is the perfect answer to every problem posed by interior lighting installations in which the fitting must of necessity be out of reach and, consequently, tricky to service.

This gear enables maintenance staff to bring lighting fittings down to floor level so that they can be dealt with quickly and conveniently. It out-dates cumbersome methods and is most economical in time and labour.

When you have a lighting problem, remember that it is most important to discuss your needs with L.E.F. at the planning stage; first to specify your technical requirements and secondly, to ensure suitable delivery.



NEW INNER TEMPLE

This beautiful hall is lighted by ten heavy chandeliers which are serviced by means of L.E.F. Raising and Lowering Gear. L.E.F. were consulted at an early stage during building by the Architects (Sir Hubert Worthington, R.A., and T. W. Sutcliffe Esq., A.R.I.B.A.), and the Contractors (Bower Engineering Works Ltd.) with the result that they were able to supply equipment "built in" to the ceiling.



LONDON ELECTRIC FIRM LTD. South Croydon, Surrey. Telephone: Uplands 4871

Tib.119

SIX GOOD REASONS WHY ARCHITECTS SHOULD SPECIFY

AQUASEAL

LIQUID BITUMEN PROOFING

for damp-proof membranes in concrete floors

1. WATERPROOF

AQUASEAL No. 5 Liquid Bitumen Proofing possesses perfect waterproofing and protective properties. Within a few hours of application it forms a firm, jointless waterproof coating.

2. FIRMLY ADHERENT

AQUASEAL is highly tenacious and will adhere to any clean surface.

3. DURABLE

Like the bitumen from which it is made, AQUASEAL is almost imperishable.

4. JOINTLESS

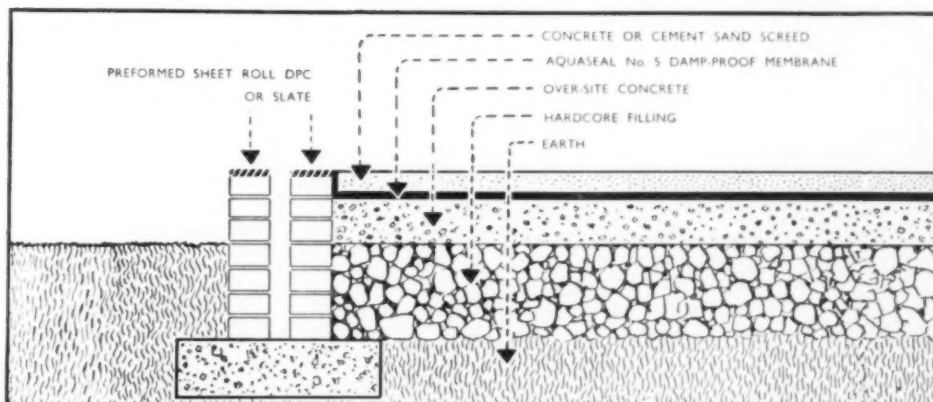
Successive sections merge into a continuous coating.

5. RESILIENT

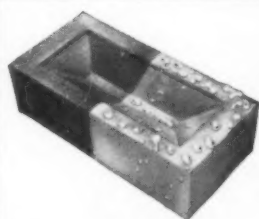
AQUASEAL remains flexible, enabling it to take up any slight movement in foundations.

6. EASILY APPLIED

Applied straight from the container on to dry or damp concrete, it is simply spread on with fibre brooms or brushes.



AQUASEAL Liquid Bitumen Proofing has been used by the Building Trade for over 30 years.



AQUASEAL 66

COLOURLESS SILICONE WATER REPELLENT

Keeps walls dry; treated walls keep cleaner. It also protects surfaces against weathering, frost spalling and cracking. Easily applied by brush or spray, it penetrates the pores of the material and lines without sealing them, so the masonry can still breathe. It does not alter the appearance of surfaces treated.

PROTECT BUILDINGS AGAINST DAMPNESS WITH AQUASEAL 5 AND AQUASEAL 66

Obtainable at Builders' Merchants everywhere. Write for full details to Dept. AB1.

BERRY WIGGINS & CO. LTD., FIELD HOUSE, FETTER LANE, LONDON E.C.4. TELEPHONE: CHANCERY 4499

Heard the news from WEYROC?

As a result of increased production
from new automatic plant...



WEYROC has always had the reputation of being *the board you can trust*—to do so many jobs, so well. Now, new developments put WEYROC even further ahead as the *board of choice* for the Building and allied Trades.

Blue Label WEYROC has been discontinued and in its place comes a new, improved form of WEYROC... in quantities never possible before. This new, improved WEYROC is lightweight, strong, stable and durable, with smooth-sanded moisture-resistant surfaces for easier working. In short, a very much more *precise* board than before. As such, it has marked advantages for almost every job in building* which calls for flat-form timber. This new WEYROC is available...

in a choice of boards.

weyroc '34'

layer construction board
8' x 4' boards

weyroc '38'

graded density board
12', 8' and 4' x 5'8" boards

Both boards produced in $\frac{1}{2}$ ", $\frac{5}{8}$ " and $\frac{3}{4}$ " thicknesses nominal and cost between 1/1 $\frac{1}{4}$ d. and 1/6d. per sq. ft. (according to thickness).

Although these Boards are almost identical in strength characteristics and surface properties, we recommend WEYROC '34' particularly for the Building Trades. This is because it is available in the standard building board size and because it has a slightly higher impact resistance.

* **N.B.** These Boards are not suitable for suspended flooring.

As Blue Label WEYROC has now been discontinued, this means that there is at present no WEYROC board for flooring. However, it is our intention to produce a new, special flooring grade in the very near future.

weyroc

one of the world's
great man-made materials

Notes below give basic data of contracts open under locality and authority which are in a bold type. References indicate: (a) type of work (b) address for application. Where no town is stated in the

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STAIRCASES :: LIFTS

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OPEN

BUILDING

AYCLIFFE DEVELOPMENT CORPORATION. (a) Contract 164. Erection of 176 houses, 37 lock-up garages, etc. at Housing Precinct E.4 in the New Town of Newton Aycliffe. (b) A. V. Williams, General Manager, Newton Aycliffe, near Darlington. (c) 2gn. (e) July 6.

BURY ST. EDMUNDS B.C. (a) 22 houses, Oliver Road and Bennett Avenue. (b) Borough Engineer and Surveyor, Borough Offices. (c) 2gn. (e) June 22.

CARMARTHEN B.C. (a) Small pumping station and laying of 360yd of 6in and 9in concrete tubes and 400yd of 5in cast iron mains. (b) Thomas & Morgan and Partners, consulting engineers, 23 Gelliswastad Road, Pontypridd. (c) 3gn. (e) June 23.

CARMARTHENSHIRE AND CARDIGANSHIRE Fire Brigade Committee. (a) Erection of a fire station at New Quay, Cardiganshire. (b) County Architect, County Hall, Aberayron. (c) 1gn. (e) July 7.

COOKHAM R.C. (a) Erection of 42 dwellings and construction of approx. 220yd of concrete carriageway, footways, road drainage, approach roads for garages, concrete rafts, etc., at Whyteladies Lane. (b) Engineer and Surveyor, Council Offices, 1 Bath Road, Maidenhead. (c) 2gn. (e) June 23.

CUCKFIELD U.C. (a) 20 houses, North Road, Haywards Heath. (b) Surveyor to the Council, Oaklands, Haywards Heath. (c) 2gn. (e) June 26.

DERFENT R.C. (a) Fixed-price tenders for construction of a reinforced concrete water tower and tank, 69ft high, 100,000 gal capacity, together with ancillary works at Hemingborough, near Selby, East Yorks. Southern Area Water Supply Contract No. 2. (b) Messrs. Fairbank & Son, consulting engineers, "The Gables", 62a Bootham, York. Only contractors with experience of this class of work will be considered. (c) 3gn by cheque payable to Derwent R.D.C. (e) July 1.

DEVON C.C. (a) Erection of nurses' flats, garages, etc., at Plympton St. Mary. (b) County Architect, 97 Heavitree Road, Exeter. (c) 3gn by cheque payable Devon County Council.

DEVON C.C. (a) Erection of two classrooms, extensions to kitchen, etc., at Exmouth Grammar School. (b) County Architect, 97 Heavitree Road, Exeter. (e) 2gn by cheque, payable Devon County Council.

EAST RIDING OF YORKSHIRE C.C. (a) Erection of a three-form entry county secondary school at Filey. (b) County Architect, County Hall, Beverley. (c) £2, cheques made payable to the County Treasurer. (e) July 6.

address it is the same as the locality given in the heading (c) deposit (d) last date of application (e) last date and time for submission of tenders. Full details of contracts marked * are given in the advertisement section.



WOODWORM & DRY ROT

Eradicate wood-destroying insects and fungi from roof and cellar timbers, flooring and joinery by means of

WYKAMOL Wood Borer Insecticide RESKOL Dry Rot Fungicide

Write for full particulars of these completely effective materials and specialist survey and guaranteed treatment services. Pressure spray apparatus for the application of our materials is available for hire at nominal rates.

RICHARDSON & STARLING LTD
(Dept. A.B.N.), 6 Southampton Place, W.C.1



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Catalogue on application

EAST RIDING OF YORKSHIRE C.C.

(a) Erection of a single-storey health service clinic at Cottingham, near Hull. Erection of two houses on the site of proposed county secondary school at Barby, near Selby. (b) County Architect, County Hall, Beverley. (c) 2gn in each case. (e) July 1 (clinic), July 6 (houses). Cheques payable County Treasurer.

EAST SUFFOLK C.C.

(a) Alterations and additions to "Cloncurry", Felixstowe. (b) County Architect, County Hall, Ipswich. (d) June 5. (e) July 3.

EAST SUFFOLK C.C.

(a) Erection of second instalment of Lowestoft College for Further Education, totalling 17,000 sq ft, with sundry works to existing building. (b) County Architect, County Hall, Ipswich. (d) June 5. (e) July 9.

ELLESMERE PORT B.C.

(a) Contract 258. Orchard Farm Estate. 40 traditional houses, eight one-bedroom flats, 27 garages and ancillary works. (b) Borough Engineer and Surveyor, Queen Street. (c) 3gn. (e) June 29.

ELLESMERE PORT B.C.

(a) Contract No. 254. Erection of nine shops, 14 dwellings and 10 garages on North Whitby Estate, part 3. (b) Borough Engineer and Surveyor, Queen Street. (c) 3gn. (e) June 29.

EXMOUTH U.C.

(a) Extensions and alterations to Council Offices, St. Andrew's Road. (b) Engineer and Surveyor, R. J. Humphreys, Council Offices. (c) 3gn. (e) June 30.

GREAT YARMOUTH B.C.

(a) Fixed-price tenders for erection of hostels for 60 aged and blind persons, Magdalene College Estate, Gorleston. (b) Borough Engineer's Office. (c) 2gn. (e) July 2.

GREAT YARMOUTH B.C.

(a) Fixed-price tenders for erection of hostels for 60 aged and blind persons on Magdalene College estate, Gorleston. (b) Borough Engineer's Office. (c) 2gn. (e) July 2.

ISLE OF ELY C.C.

(a) Firm-price tenders for erection of a junior occupation centre at Money Bank, Wisbech. (b) County Architect, County Hall, March, Cambs. (c) 2gn by cheque payable to Isle of Ely County Council. (e) July 20.

ISLE OF WIGHT C.C.

(a) Alterations and extensions at Newport Priory secondary girls' school, Nodehill, New-

port. (b) County Architect, County Hall, Newport, I.O.W. (c) 3gn, made payable to Isle of Wight County Council. (d) June 8. (e) July 13.

NEWCASTLE UPON TYNE C.C.

(a) Erection of 27 flats in three storeys at Scotswood Road (Noble Street) redevelopment scheme, stage 3. (b) City Architect, 18 Cloth Market, Newcastle upon Tyne 1. Application in writing. (e) July 9.

NEWMARKET U.C.

(a) 16 houses, Windsor Road, in traditional construction. The work includes site works. (b) P. D. Lees, L.R.I.B.A., Council Offices, Severals House, Newmarket. (c) 2gn. (e) Date to be notified.

NORTH RIDING OF YORKSHIRE C.C.

(a) Alterations and adaptations at Upsall Hall, near Nunthorpe, Middlesbrough, to provide an industrial occupation centre. (b) County Architect, County Hall, Northallerton. (c) 2gn. (e) July 6.

NUNEATON B.C.

(a) Three houses in Donnthorne Avenue. (b) Borough Surveyor, Council House. (c) 2gn. (e) June 22.

OAKENHOLT, FLINTSHIRE.

(a) Erection of a church hall at Oakenholt. (b) E. Watkin Williams, chartered architect, 26 Halkyn Road, Flint. (c) 2gn. (e) July 7.

SAFFRON WALDEN R.C.

(a) Two houses and six bungalows at Manuden, Essex. (b) Clerk of the Council, R.D.C. Offices, Debden Road, Saffron Walden, Essex. (e) June 27.

SALFORD C.C.

(a) Bowls pavilion at Ordsall Park, Trafford Road. (b) City Engineer and Surveyor's Department, Town Hall, Salford 3. (c) 2gn. (e) July 1.

SALFORD C.C.

(a) Fixed-price tenders. Alterations to Frederick Road bus depot. (b) City Engineer and Surveyor's Department, Town Hall, Salford 3. (c) 3gn. (e) July 1.

SALFORD C.C.

(a) Public conveniences at David Lewis Recreation Ground. (b) City Engineer and Surveyor's Department, Town Hall. (c) 2gn. (e) July 1.

SALOP C.C.

(a) An approved list is being prepared from which building contractors will from time to time be selected to tender for erection of new schools. (b) County Architect, Column House, London Road, Shrewsbury. (d) June 20. Contractors already on the approved list need not re-apply.

STOCKPORT B.C. (a) Erection of 51 dwellings at Brinnington. (b) Borough Architect, Town Hall. (d) May 28. (e) July 6.

STOKE-ON-TRENT B.C.

(a) Erection of the College of Physics and Chemistry at North Staffs Technical College. Two blocks six-storeys high, totalling 50,000 sq ft. (b) J. R. Piggott, F.R.I.B.A., City Architect, Kingsway Chambers, Stoke-on-Trent. (d) June 5. (e) July 6.

SUFFOLK AND IPSWICH FIRE AUTHORITY.

(a) Erection of a fire station of approximately 2,000 sq ft floor area at Stowmarket, together with demolition of existing building. (b) Architect to the Authority, Mr E. J. Cunliffe, A.R.I.B.A., County Hall, Ipswich. (c) 2gn. (e) July 6.

SUNDERLAND B.C.

(a) Erection of 206 dwellings on Town End Farm Estate. (b) Borough Architect, Grange House, Stockton Road, Sunderland. (c) 2gn by cheque, payable "Sunderland Corporation". (e) June 23.

THETFORD B.C.

(a) Construction of a pumping station at Barnham Common headworks. (b) Messrs. Elliott & Brown, Stanley House, Pelham Street, Nottingham, consulting engineers. (c) 5gn by cheque payable Borough of Thetford. (e) June 29.

WEMBLEY B.C.

(a) (1) Public Buildings, Housing, etc. (2) Civil Engineering Works. Applications for inclusion in above lists to be made, giving particulars of appropriate works carried out, references and labour resources. (1) List "A" over £100,000. List "B" between £30,000 and £100,000. List "C" between £2,500 and £30,000. List "D" between £500 and £2,500. (2) List "A" over £30,000. List "B" between £500 and £30,000. (b) Borough Engineer and Surveyor. (d) June 25. Contractors already on selected lists need not renew their applications.

WEST RIDING OF YORKSHIRE C.C.

(a) Formation of a third court at Barnsley Court House. (b) County Architect, Bishopgarth, Westfield Road, Wakefield. (d) June 22. (e) July 10.

WEST RIDING OF YORKSHIRE C.C.

(a) Internal renovations at West Riding Police Court House, Barnsley. (b) County Architect, Bishopgarth, Westfield Road, Wakefield. (d) June 19. (e) July 3.

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BINGHAM R.C. (1) 52 dwellings, 50 dwellings, and 42 dwellings and nine bungalows. (2) Bingham, Radcliffe-on-Trent and Keyworth, respectively. (3) M. D. Sweeney & Palmer Ltd., Aspley, Notts.

BLYTH, NORTHUMBERLAND. (1) Foundations and civil engineering work. (2) Blyth "B" power station. (3) Sir Robert McAlpine & Sons (North-Eastern) Ltd., 81 Jesmond Road, Newcastle-on-Tyne.

BOURNEMOUTH. (1) Convalescent home and flats, for National Deposit Friendly Society. (3) H. Fairweather & Co. Ltd., St. James's Lane, Muswell Hill, London, N.10. (4) £400,000.

CANTERBURY C.C. (1) Extensions. (2) County Technical School for Girls. (3) J. E. Wiltshire & Co. Ltd., Stour Street, Canterbury. (4) £73,000.

CREWE. (1) Bus station, offices, canteen, etc. (2) Queen Street. (3) Gilbert-Ash Ltd., 29 High Street, Coventry.

CWMBRAN NEW TOWN. (1) 178 dwellings, etc. (3) Geo. Wimpey & Co. Ltd., Hammersmith Grove, London, W.6. (4) £278,121.

LEEDS. (1) Ten shops with dwellings over. (2) Swinnow and Moorside estates. (3) Robert R. Roberts (Leeds) Ltd., 122 Lower Wortley Road, Leeds, 12.

LONDON, W. (1) Erection of a block of offices. (2) Great Portland Street, W.1. (3) G. E. Wallis & Sons Ltd., 231 Strand, London, W.C.2. (4) £140,000.

LONDON, W.C. (1) Extensions. (2) Tavistock Square, W.C.1, for British Medical Association. (3) J. Jarvis & Sons Ltd., 239 Vauxhall Bridge Road, London, S.W.1. (4) Cost: £400,000.

LUTON. (1) Shops and maisonnettes for Sterling Estates Ltd. (3) H. C. Janes Ltd., High Town Road, Luton. (4) £55,000.

MARGATE B.C. (1) 21 flats. (2) North-down Road. (3) Operative Builders & Decorators Ltd., Birchington, Margate. (4) £31,604.

MIDDLESBROUGH B.C. (1) First stage of new school. (2) St. Mary's College. (3) Hudson Bros. Ltd., Fidler Street, Middlesbrough. (4) £79,705.

NORTHANTS C.C. (1) Police station. (2) Wellingborough. (3) A. J. G. Potter & Sons Ltd., Stanwick, Wellingborough. (4) £55,650.

NEWCASTLE-ON-TYNE C.C. (1) First stage of rebuilding. (2) St. Mary Magdalene Hospital. (3) Bowey & Son Ltd., South Gosforth, Newcastle. (4) £90,846.

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NOTTINGHAMSHIRE C.C. (1) Carrying out school building works during the next two years. (2) Various sites. (3) J. Searson Ltd., Station Road, Sutton-in-Ashfield and G. A. Pillatt & Son Ltd., Quorn Road, Nottingham. (3) About £2,000,000.

SCARBOROUGH B.C. (1) Crematorium. (2) Adjoining Woodlands Cemetery. (3) Plaxtons (Scarborough) Ltd., Seamer Road, Scarborough. (4) £50,485.

STANLEY U.C. (1) Civic hall. (3) H. Aytton & Sons, George Street, Blackhill, Co. Durham. (4) £44,655.

STEVENAGE DEVELOPMENT CORPORATION. (1) 81 flats. (2) Bedwell Plash site. (3) Carlton Contractors Ltd., Ashley Road, Epsom. (4) £110,000.

STEVENAGE U.D. (1) 52 houses. (2) Fishers Green. (3) Carlton Contractors Ltd., Ashley Road, Epsom, Surrey. (4) £100,000.

STOCKTON-ON-TEES B.C. (1) 100 houses. (2) Hardwick estate. (3) R. B. Bainbridge Ltd., Prudential Buildings, High Street, Stockton-on-Tees. (4) £148,782.

SURBITON. (1) Ten-storey office block with two wings, having ten shops, a restaurant and licensed premises. (2) Southampton Hotel site. (3) Sir Robert McAlpine & Sons Ltd., 80 Park Lane, London, W.1. (4) £280,000.

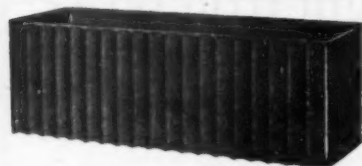
SURREY C.C. (1) Secondary school. (2) Burpham, Guildford. (3) W. J. Simms, Sons & Cooke Ltd., Beddington Lane, Croydon, Surrey. (4) £214,773.

SURREY C.C. (1) Secondary school. (2) Caterham. (3) W. Ingram & Son, 193 Chipstead Valley Road, Coulsdon, Surrey. (4) £97,578. (1) Primary school. (2) The Grange, Chertsey. (3) C. Mead & Sons Ltd., East Lane, West Horsley, Surrey. (4) £40,860.

SWANSEA. (1) Eight-storey "Dragon Hotel" and 18 shops. (2) Kingsway Circus, etc. (3) John Laing & Son Ltd., Mill Hill, London, N.W.7. (4) £500,000.

TYNEMOUTH B.C. (1) Nine four-storey blocks of maisonnettes. (2) Norfolk Street and Dockway Square, North Shields. (3) Geo. Wimpey & Co. Ltd., Orchard House, Fenwick Terrace, Newcastle-on-Tyne. (4) Over £300,000.

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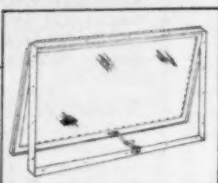
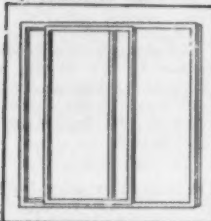
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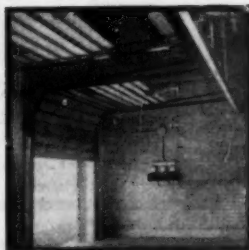
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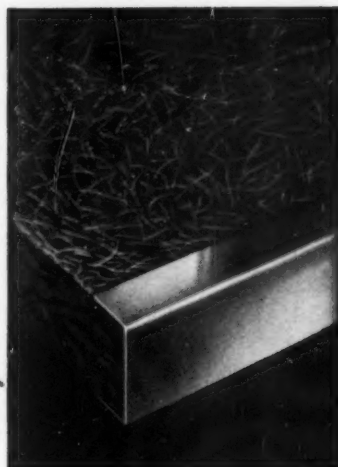
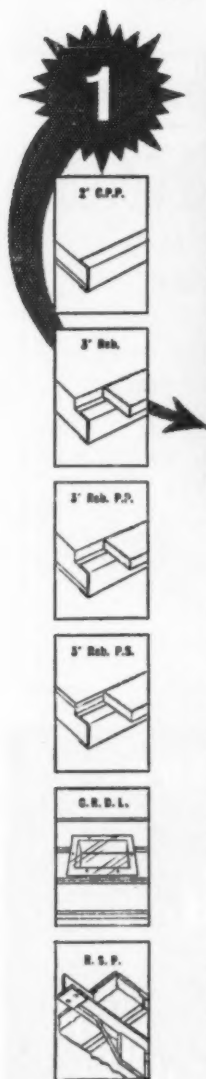
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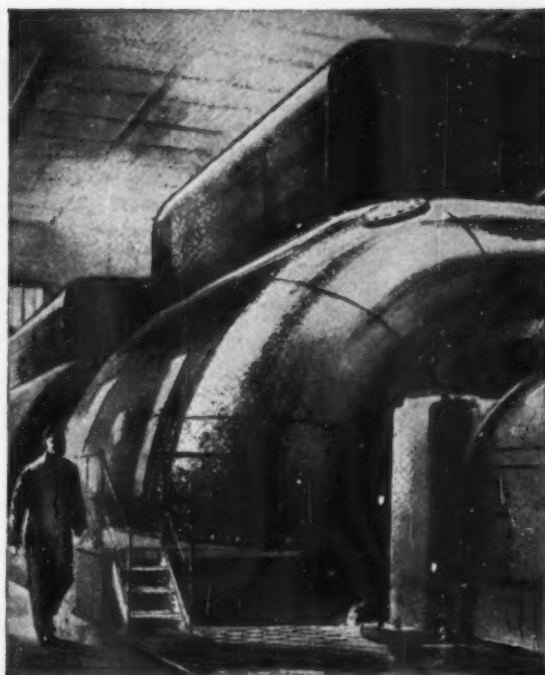
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Though these projects will not be completed for some time, the Central Electricity Generating Board plays an important part in today's fight against inflation. Power stations are being built at a cost no greater than in 1948—£50 per kilowatt installed. And, although the output of the industry has doubled since 1948, the increase in manpower is only about one-third.

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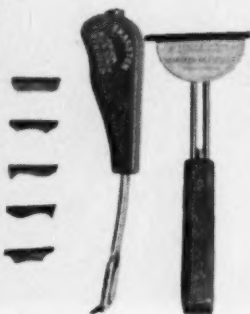
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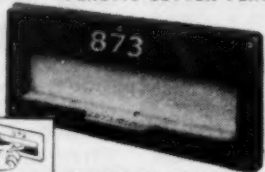
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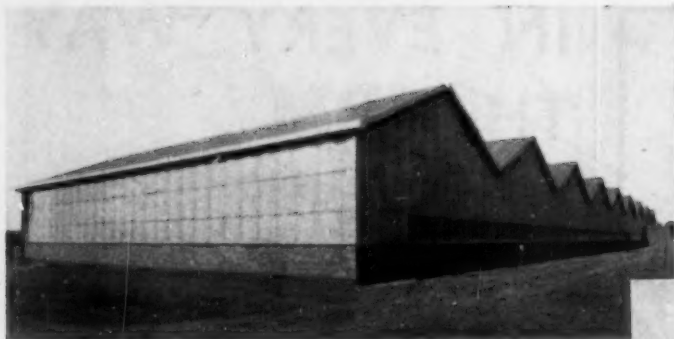
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Photographs by courtesy of Dunlop Rubber Co. Ltd., Architects S. Bentley, Esq.



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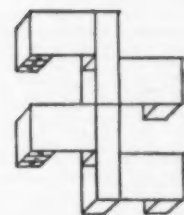
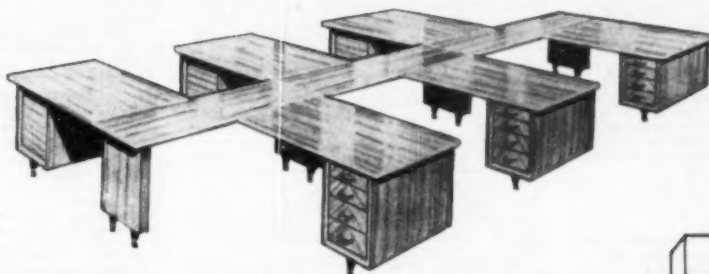
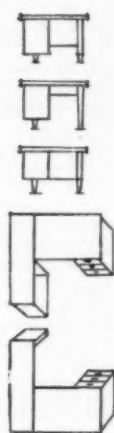
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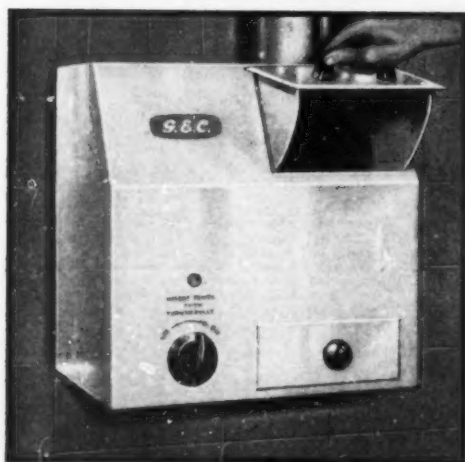
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OFFICIAL ANNOUNCEMENTS

APPOINTMENTS • CONTRACTS • TENDERS

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APPOINTMENTS

Beeston and Stapleford Urban District Council SENIOR ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above appointment at a salary according to experience in Special Grade (£785/£1,070).

Housing accommodation will be provided, if necessary. Candidates must be A.R.I.B.A., with preferably some experience of Municipal Housing.

Applications, stating age, qualifications, with details of training and experience accompanied by the names of two referees, must be received by the Housing Architect, Town Hall, Beeston, Nottingham, not later than June 26, 1959.

H. D. JEFFERIES,
Clerk of the Council.

Town Hall,
BEESTON, Nottingham. [5252]

Northern Polytechnic, Holloway, London, N.7

THE Governing Body invite immediate applications for appointment to the Department of Architecture, Surveying and Building as Lecturer on Advanced Construction, Theory of Structures and Building Regulations. Salary scale: £1,260 x £31 10s—£1,417 10s together with allowances in accordance with the Burnham Award.

Applicants are expected to have an appropriate professional qualification and to have had at least three years' practical experience. Some teaching experience is desirable.

Apply for form of application and further particulars to the Clerk to the Governors. [5249]

W. S. ATKINS & PARTNERS

Consulting Engineers

REQUIRE qualified Architects and Assistants in their Architect's Department to work on major industrial projects and nuclear power stations. Conditions of service include a five-day week and superannuation scheme. Applications should be addressed to the Personnel Manager, 158 Victoria Street, S.W.1. [5234]

Borough of Nelson

SENIOR ASSISTANT ARCHITECT

APPLICATIONS are invited for the appointment of Senior Assistant Architect in the office of the Borough Engineer and Surveyor. Salary within Special Scale (£785/£1,070 p.a.). Commencing salary according to experience and qualifications.

Applicants must be Associates of the Royal Institute of British Architects and have good general experience in housing and public buildings.

The appointment will be subject to the National Scheme of Conditions of Service and consideration will be given to the provision of housing accommodation.

Applications (endorsed "Senior Assistant Architect") giving details of age, education, qualifications, experience and present salary, with the names and addresses of two referees, to be sent to the undersigned, not later than the first post on Saturday, June 27, 1959.

F. W. ROBERTS,
Town Clerk.

Town Hall,
Nelson. [5261]

Ebbw Vale Urban District Council

Architect's Department

APPOINTMENT OF DEPUTY ARCHITECT

APPLICATIONS are invited from Corporate Members of the R.I.B.A. for the appointment of Deputy Architect in the Department of the Architect to the Council at a salary within APT Grade IV (£1,065/£1,220) of the National Joint Council's Scales.

The successful applicant will be expected to commence duties on September 1, 1959.

The appointment will be subject to three months' notice on either side, to the provisions of the Local Government Superannuation Acts and to the passing of a medical examination.

Housing accommodation may be made available if required.

The Architect's Department has a varied programme of work including new housing, slum clearance redevelopment schemes, proposed civic centre, etc.

Applications endorsed "Deputy Architect", stating age, education, training, qualifications, experience, present and past appointments and enclosing copies of two recent testimonials should be submitted to the undersigned not later than Wednesday, June 22, 1959.

HOWARD J. WILLIAMS,
Clerk to the Council.

Council Offices,
The Walk,
Ebbw Vale, Mon.
May 28, 1959. [5246]

Borough of Royal Leamington Spa

APPOINTMENT OF

JUNIOR ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above post in the Borough Engineer's Department within the scale of APT I, the starting salary according to qualifications and experience.

Forms of application, which are obtainable from the Borough Engineer, should be returned on or before June 30, 1959.

JAMES N. STOTHERT,
Town Clerk.

Town Hall,
Leamington Spa. [5266]

Borough of Enfield

Borough Engineer's Department
(Population 110,000 - Area 12,400 acres)
APPLICATIONS are invited for established posts within the grades shown:

a. **Engineering Assistant (Main Drainage) APT III** (£880/£1,065).

Applicants must have passed the intermediate examination of the Institution of Municipal Engineers, or hold equivalent qualifications. The successful applicant will be engaged on the preparation of Sewer Surveys, Drainage Area Plans and Flood Relief Schemes, etc.

b. **District Building Inspector. APT II** £766/£880.

Applicants must have experience in all classes of building work and possess the Building Inspector's Certificate of the Institution of Municipal Engineers.

c. **Architectural Assistant. APT I** (£610/£765). Applicants must have had experience in the preparation of plans, specifications, etc., including the maintenance of public buildings.

A London Weighting Allowance of £10-£30 per annum according to age will be paid in addition to the above salaries.

Housing accommodation will be provided in appropriate cases if required by the successful candidate for post (a), and successful candidates will be considered for loans to enable them to purchase houses if necessary.

Saturday mornings are normally free of duty.

Application forms, returnable by June 30, 1959, from H. Deryck Peake, M.Sc.(Eng.), M.I.C.E., Borough Engineer and Surveyor, "Percy House," 7 Little Park Gardens, Enfield, Middx.

CYRIL E. C. R. PLATTEN,
Town Clerk.

Public Offices,
Enfield, Middx. [5271]

The University of Manchester

APPLICATIONS are invited for the post of Lecturer in Architecture from candidates with professional membership of the Royal Institute of British Architects and not less than three years of practical experience. Salary on a scale from £900 to £1,650 per annum; initial salary according to qualifications and experience. Membership of the F.S.S.U. and Children's Allowance Scheme. Applications should be sent, not later than July 1, 1959, to the Registrar, the University of Manchester, 13, from whom further particulars and forms of application may be obtained.

BUILDING MANAGER

required for

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Applicants must be

PROFICIENT ESTIMATORS

and capable of taking complete charge of contracts and excellent prospects. Holiday arrangements honoured.

Write in confidence giving full personal history to Box DA4246, c/o Whites Ltd., 72 Fleet Street, E.C.4. [5264]

Borough of Scunthorpe

CLERK OF WORKS

APPLICATIONS are invited for the temporary appointment of Clerk of Works for the new Municipal Offices and Council Suite.

It is expected that building operations will commence towards the end of 1959 with an anticipated contract period of two years.

Salary £1,000 per annum.

Applications with full details of qualifications, past experience and age, together with the names and addresses of two referees must reach the undersigned not later than Monday, July 6, 1959.

T. M. LISTER,
Town Clerk.

Municipal Offices,
34 High Street,
Scunthorpe.
June 8, 1959. [5282]

London County Council

ARCHITECTURAL ASSISTANTS required up to £860 (at present under review). Full and interesting programme of houses, flats, schools and general buildings. Application form and particulars from Hubert Bennett, F.R.I.B.A., Architect to Council, AR/EK/43/59 County Hall, S.E.1 (923). [0166]

County Borough of East Ham PRINCIPAL ASSISTANT PLANNING OFFICER

Grade APT III—£880/£1,065

VACANCY in Borough Engineer's Department. London Weighting paid in addition. Salary above minimum paid according to qualifications and experience.

Subsistence allowance may be paid over a reasonable period to person appointed if unable to obtain suitable housing accommodation, necessitating the maintenance of two homes.

Details and application form from the Town Clerk, E.6.

Closing date June 26, 1959. [5269]

Harlow Development Corporation

APPLICATIONS are invited from candidates interested in taking part in New Town work for the following appointments:

Post A. **Assistant Architect** (£753/£939 p.a.).

Post B. **Assistant Architect** (£934/£1,146 p.a.).

Post C. **Assistant Architect** (£679/£811 p.a.).

Candidates for posts A and B should be A.R.I.B.A. or equivalent and candidates for Post C should have passed R.I.B.A. Intermediate or equivalent.

Housing provided in suitable cases. Applications within 14 days to General Manager, Terlings, Harlow, Essex. [5285]

City of Birmingham

ASSISTANT Architects and Architectural Assistants are required in the City Architect's Department for the design of new Civic Buildings, Schools, Technical Colleges, etc., and Housing Schemes (including tall blocks of flats), Shopping Centres, etc.

Commencing salaries will be within the following scales according to capabilities and experience:

(a) **Assistant Architects**, Special Scale £785/£1,070.

(b) **Architectural Assistants**, S.C. APT I £630/£785.

Applicants should have passed Parts I and II Final R.I.B.A. for posts (a) and Inter R.I.B.A. for posts (b) or hold equivalent qualifications.

Pension scheme. Five-day week. Medical examination.

Applications, stating age, present position and salary, qualifications, experience and two referees to the undersigned by July 3, 1959.

A. G. SHEPPARD FIDLER,

City Architect. [5284]

Civic Centre, Birmingham, 1.

City and County of Newcastle upon Tyne

City Architect's Department

THE City Architect will be pleased to receive applications from suitably qualified persons for the following architectural vacancies in his Department:

New Town Hall Section. APT IV.

General Section. Special Class: APT II and APT I.

Education Section. APT V: Special Class and APT II.

Housing Section. APT IV and Special Class.

Rehousing Section. APT IV and APT II.

The salaries applicable to the above grades are:

APT V: £1,220/£1,375 per annum; APT IV: £1,065/£1,220 per annum; Special Class: £785/£1,070 per annum; APT II: £765/£880 per annum; APT I: £610/£765 per annum.

The Department is engaged upon an interesting and varied programme of work, including the New Town Hall, Multi-storey Flats, Redevelopment Schemes, Further Education projects, and a variety of general building works.

The appointments will be subject to the provisions of the Local Government Superannuation Acts, 1937-1953.

Application forms and full particulars may be obtained from George Kenyon, A.R.I.B.A., A.M.T.P.I., City Architect, 18 Cloth Market, Newcastle upon Tyne, 1. Applicants must state the Section and Grade applied for when requesting particulars.

Closing date for receipt of completed applications: Monday, July 6, 1959.

JOHN ATKINSON,

Town Clerk.

Town Hall,
Newcastle upon Tyne, 1.

June 9, 1959. [5281]

APPOINTMENTS (cont)

City of Bradford

APPLICATIONS are invited for the following permanent posts:

- (a) **Assistant Architects**, APT IV (£1,065/£1,220).
 (b) **Assistant Architects**, APT I (£610/£765).
 (c) **Senior Quantity Surveyors**, APT IV (£1,065/£1,220).
 (d) **Assistant Heating and Ventilating Engineers**, APT IV (£1,065/£1,220).

Candidates for (a) must be Corporate Members of the R.I.B.A. with varied office experience, (b) must have passed the Intermediate Examination of the R.I.B.A., (c) must be Corporate Members of the R.I.C.S. (Quantities Section) and have experience in the "Standard Method of Measurement," (d) must be Corporate Members of the I.H.V.E. with experience in the design of heating, ventilating and hot and cold water services for large public buildings.

No assistance can be given in the provision of housing accommodation.

Application forms obtainable from the City Architect, Town Hall, returnable with copies of two recent testimonials by July 4, 1959.

W. H. LEATHAM,

Town Clerk.

Town Hall,
Bradford, 1. [5286]

Lanark County Council

SENIOR ASSISTANT ARCHITECTS wanted for County Architect's Department, Motherwell. Salary either £1,100/£1,250 or £1,250/£1,350 according to qualifications and experience, etc. Must be A.R.I.B.A. In addition to all-round knowledge of architectural practice, should have knowledge of modern school building and be capable of assuming position of responsibility.

In addition to large school building programme, work in department embraces every aspect of building with exception of Housing: appointments, therefore, provide excellent opportunity for extending experience on an interesting and varied programme.

Medical examination, Superannuation. No canvassing.

Applications stating age, qualifications and experience together with names and addresses of three referees, should be lodged with County Clerk, P.O. Box 1, Glasgow, within fourteen days of date of advertisement. [5265]

London County Council

Brixton School of Building, Ferndale Road, S.W.4 REQUIRED, September, 1959, two Lecturers: 1. **Architecture**, Studio Master up to R.I.B.A. inter level, prepared to give appropriate lectures. Must be corporate member of R.I.B.A. and preferably hold diploma of a school of architecture. Good office experience and some teaching experience essential.

2. **Surveying** (Building and Quants.), responsible for full and part-time students inter and final R.I.C.S. standard, prepared to lecture in suitable subjects of course and supervise tutorial work building construction and quants.

Corporate member of R.I.C.S. with good office experience with good office experience essential, teaching experience an advantage.

Also one Grade B Assistant, with appropriate professional qualifications and good office experience, to teach building construction to full and part-time students architecture and surveying.

Burnham (F.E.) salary scale (men) lecturers £1,260 x £31 10s to £1,417 10s. Grade B £682 10s x £26 5s to £1,076 5s. Plus additions for qualifications and training; increments within scale for experience.

London allowance (in both cases) £37 16s or £50 8s.

Application forms (s.a.e.) from Secretary at school, to be returned by June 26.

Also required September: Part-time day and evening instructors in building construction for students up to final R.I.C.S. standard, should have appropriate professional or other qualifications and good experience.

Application forms (s.a.e.) from Secretary at School, (1291). [5280]

British Railways

London Midland Region

ASSISTANT ARCHITECTS

REQUIRED in the Regional Architect's Office, Euston to work on projects connected with the Railway Modernisation Plan. Must be Associates of the R.I.B.A. and have several years' experience; applicants must have a keen interest in contemporary design and a knowledge of modern structural technique.

Commencing salary £943 per annum. Residential and other travel concessions available.

Apply stating age, experience and qualifications to:

W. R. HEADLEY, A.R.I.B.A., A.A.Dipl.,
Architect

Chief Civil Engineer's Office,

British Railways (London Midland Region),

5a Euston Grove,

LONDON, N.W.1. [5277]

ASSISTANT ARCHITECTS
REQUIRED BY
MINISTRY OF WORKS

FOR employment in Birmingham, Bristol, Leeds, Manchester, Reading and London.

GENERAL CONDITIONS

Salary range between £805 (at age 25) and £1,260 per annum, on the National Scale, slightly more in London. Starting point according to age, qualifications and experience. Five-day week, four weeks and two days annual leave initially. Prospects of promotion and opportunities for permanent and pensionable posts.

QUALIFICATIONS

Candidates must be Registered Architects by examination, or Registered Architects who, since registration, have passed a professional examination in architecture recognized by the Architects Registration Council of the United Kingdom. They must also possess good professional experience in private practice, or in the service of a Local Authority or Government Department.

APPLICATIONS

State age and full details of training and experience to Chief Architect, Ministry of Works, (C) Room 435, Abell House, John Islip Street, London, S.W.1. Interview in London. [5287]

AIR MINISTRY WORKS DESIGN BRANCH requires in London and Provinces Architectural Assistants experienced in planning/preparation of working drawings and details for permanent and semi-permanent buildings. Salaries in London up to £900 for Grade III and £1,055 for Grade II p.a. for men and £868/£1,008 for women. Somewhat lower in Provinces. Starting pay dependent on age, qualifications and experience. Long-term possibilities with promotion and pension prospects. Five-day week, three weeks three days leave a year initially. Overseas tours (for men) for which special allowances are payable. Normally natural born British subjects. Write stating age, qualifications, employment details including type of work done to any Employment Exchange, quoting Order No. Borough 250. [0836]

Government of Federation of Nigeria

ARCHITECT

Public Works Department

TO prepare sketch plans, working drawings and detailed specifications for various types of buildings.

Contract appointments. Salary range £1,416/£2,166 p.a. plus gratuity. Free passages. Quarters at low rent.

Candidates must be A.R.I.B.A. with wide general experience.

Write Director of Recruitment, Colonial Office, London, S.W.1, giving age, qualifications and experience quoting BCD 112/14/05. [5288]

Government of Northern Nigeria

ARCHITECT

Ministry of Works

TO prepare and supervise building contracts and maintenance works programmes or to prepare sketch plans and working drawings of a variety of public buildings.

Contract appointment. Salary range £1,170/£1,824 plus gratuity. Free passages. Quarters if available, at low rent.

Candidates under 45 years of age must be A.R.I.B.A. with wide general experience.

Write Director of Recruitment, Colonial Office, London, S.W.1, giving age, qualifications and experience, quoting BCD 112/408/07. [5289]

IN the re-forming of our progressive design team we are looking for

ENTHUSIASTIC ASSISTANT ARCHITECTS

with contemporary outlook and ability to cope with varied work in all aspects of Architecture. Applicants should be speedy, accurate, and keen. This position is in Birmingham and offers excellent prospects for the young man with the right approach, as ability and outlook will count for more than academic qualifications. Please write in first instance giving full particulars to Box 4124. [5283]

ARCHITECTURAL APPOINTMENTS VACANT

Rate: 1/9 per line, minimum 3/6, average line six words.

ASSISTANT ARCHITECTS of Intermediate and Final Standard required for Buckinghamshire office. The work is varied and interesting with scope for initiative and responsibility. Please state age, experience and salary required. Box 1979. [0136]

VERNER REES, LAURENCE & MITCHELL require experienced assistants for work on University projects. Please telephone PARK 3900 for interview or write to 38 Holland Villas Road, W.14. [5278]

ARCHITECTURAL ASSISTANTS (Final and Intermediate) required for work on university laboratory, telephone exchange and officers' mess. Apply stating salary required to Playne & Lacey, 19 Queen Anne's Gate, Westminster, S.W.1, or telephone: WHI 2552. [0078]

ARCHITECTS AND SURVEYORS, with general practice, require Assistants (Intermediate, Qualified or equivalent standards) with initiative and ability to work with minimum supervision. Excellent opportunity for acquiring wide experience on small and large scientific, commercial and industrial buildings. Good salary. Holiday commitments considered. Lunches, vouchers, Pension scheme. Five-day week. Ley, Colbeck & Partners, F/R.I.B.A., F/R.I.C.S., 51 Bishopsgate, London, E.C.2. LONDON W11 7282. [0206]

ARCHITECTURAL ASSISTANT, London, Final standard. Industrial and commercial. Progressive and interesting. Salary according to experience and ability. Box 3667. [0079]

QUALIFIED ARCHITECT required by building company in Somerset. Must be experienced in factory and housing design and construction. Salary by arrangement. Box 3979. [5247]

SEVERAL Senior and Intermediate Architectural Assistants are required for commercial projects including hotel, theatre and extensive development schemes of offices and light industry, etc., in London architect's office. Holiday arrangements will be recognized. Five-day week. Salary according to experience. Telephone City 8811. [0205]

THURROCK U.D.C. (Engineer and Surveyor's Department) require Architectural Assistant under Architect to the Council. Salary: APT I/II £610/£880 p.a.). Good architectural experience necessary. Applicants must be capable of preparing working drawings in all categories and should have passed Intermediate Examination of the R.I.B.A. The Council have interesting projects in hand, including an indoor swimming bath. Appointment pensionable. Applications, stating age, qualifications and experience, and quoting the referees, to Clerk of the Council, Council Offices, Grays, Essex, by June 23, 1959. Canvassing disqualifies. Relationship with members or senior officers of the Council must be disclosed. [5248]

TWO Architectural Assistants. Intermediate standard, required for very large scheme. Considerable office experience is desirable. West End office. Excellent salary, bonus and luncheon vouchers. Box 3880. [0202]

ARCHITECTURAL ASSISTANT required at firm's Welwyn or London office. Application to Paul Mauger, Gavin, Mathers & Mitchell, 31 Church Street, Welwyn, Herts. [5274]

ARCHITECTURAL DRAUGHTSMAN, Design and Detail, required in office near Surbiton Station engaged on varied private housing and estate projects. Individual position with scope for initiative and ability. Holiday arrangements respected. Apply Chief Draughtsman, G. T. Crouch Ltd., Surbiton Crescent, Kingston upon Thames. [5273]

ARCHITECTURAL ASSISTANT required for practice dealing with commercial and domestic work. Salary according to experience. Write full details to Geoffrey Denham & Son, 41 Jewry Street, Winchester. [5270]

Government of Eastern Nigeria

ARCHITECT, MINISTRY OF WORKS

TO prepare sketch plans, working drawings, specifications and contract documents.

Contract appointment. Salary range £1,416 to £2,166 plus gratuity. Free passages. Rented quarters.

Candidates aged 30-40 must be A.R.I.B.A. with at least five years' post qualification experience.

Write Director of Recruitment, Colonial Office, London, S.W.1, giving age, qualifications and experience, quoting BCD 112/411/08. [5263]

ARCHITECTURAL ASSISTANT. Intermediate standard. Busy London office. Good prospects. Box 3668. [0080]

THE Architects Department of Taylor Woodrow Construction Ltd. urgently require staff with initiative and contemporary outlook, all grades. Industrial and commercial work. Salary commensurate with experience. Holiday commitments recognized. Pension scheme. Staff restaurant. Apply Personnel Manager, Ruislip Road, Southall, Middlesex. [5276]

QUALIFIED ARCHITECTURAL ASSISTANTS required by Cecil Howitt and Partners, St. Andrew's House, Nottingham. Applications requested in writing, giving details of experience, salary required, etc. [5290]

RAMSEY, MURRAY, WHITE & WARD require qualified Assistants. Salary according to age and experience. Apply in writing to the Secretary, 32 Wigmore Street, W.1. [5291]

MELBOURNE, AUSTRALIA. Experienced Architectural Draughtsmen, aged 25/35, with at least seven years' experience, mostly on industrial work, required for three-year contract. Salary paid. Commencing salary £A1,500 rising to £A1,600 and £A1,700, plus overtime. Annual bonus. Interesting work with one of the leading Australian industrial architects. Box 4172. [5292]

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The Urban District Council of Aberdeen

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Tender forms may be obtained from the Engineer and Surveyor, Vestry Hall, Aberdeen, and must be returned to me, in plain sealed envelopes bearing no mark or indication of the sender, but endorsed "Tender for Windows", before noon on June 26, 1959.

The lowest or any tender will not necessarily be accepted.

D. G. JAMES,
Clerk of the Council.

Town Hall,
Aberdeen,
June 1, 1959. [5275]

Borough of Scunthorpe, Lincolnshire

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THE Council invite Building Contractors, possessing a substantial organization, willing to submit a firm price tender for the above work, to forward their names to the undersigned not later than Monday, July 13, 1959.

Applications should contain an assurance that the applicant has the necessary financial and material reserves and organization to undertake the work. Evidence of this should accompany their application together with a list of works recently carried out.

The council reserve the right to select from the applicants, a list of firms who will be invited to submit tenders and does not bind itself to accept the lowest or any tender.

A deposit of five guineas will be required from those firms selected which will be returned on the receipt of a bona fide tender or return of the Bill of Quantities.

It is anticipated that the Bill of Quantities will be ready by the end of July, 1959.

The work consists of a Municipal office block of five storeys, having a total area of 51,900 sq ft, the Council Suite of two storeys with a total area of 10,400 sq ft and the usual road works, site works and drainage.

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T. M. LISTER,
Town Clerk.

Municipal Offices,
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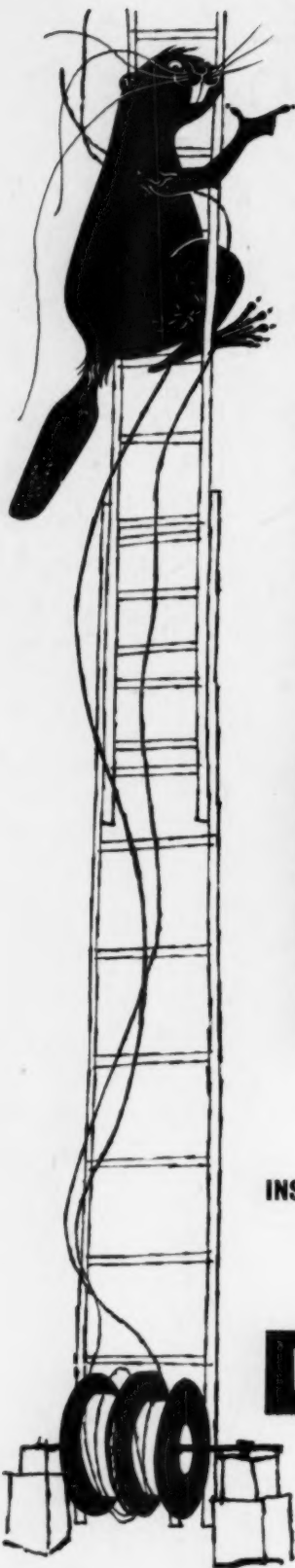
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